RS&H

January 2026

Ted Stevens Anchorage International Airport
Master Plan Update
Appendix C – Environmental Overview

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APPENDIX C

Environmental Overview

C.1 Environmental Overview and NEPA Guidance

The purpose of this environmental overview is to expedite the environmental documentation and permitting process for the planned airside, terminal, landside, and support facilities development projects. The analysis is based on a review of existing environmental conditions summarized in **Section C.2**, followed by a review of the planned projects and identification of potential environmental effects, environmental regulatory requirements, permits, surveys, and agency coordination in **Section C.3**.

FAA Order 1050.1G, *FAA National Environmental Policy Act Implementing Procedures* (FAA Order 1050.1G)[1] and U.S. Department of Transportation (DOT) Order 5610.1D, *Procedures for Considering Environmental Impacts*[2] are the FAA's environmental guidance for aviation projects/actions to comply with the National Environmental Policy Act (NEPA). While the subsequent environmental analysis is based on these guiding documents, it is important to note that this environmental overview does not constitute NEPA documentation for the preferred development alternatives.

As part of Section 743 of the FAA Reauthorization Act of 2024,[3] certain types of airport non-aeronautical development projects have limited regulation by the FAA and therefore, may not be subject to NEPA documentation. If a project is subject to NEPA,[4] there are three levels of NEPA documentation depending on the scope of a proposed project and the potential environmental impacts associated with a proposed project. These include categorical exclusion (CATEX), environmental assessment (EA), and environmental impact statement (EIS). FAA Order 1050.1G lists actions that the FAA has found to not significantly affect the environment under normal circumstances and therefore can be processed with a CATEX, so long as no extraordinary circumstances exist.[5] For proposed projects that do not fall within the CATEX list in FAA Order 1050.1G, an EA must be prepared. At the completion of the EA, the FAA will issue a Finding of No Significant Impact (FONSI) or continue with an EIS. An EIS must be prepared if the environmental impacts associated with a proposed project are significant impacts that cannot be mitigated below the established significance threshold. At the completion of an EIS, the FAA will issue a Record of Decision (ROD).

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[1] Federal Aviation Administration. Order 1050.1G, FAA National Environmental Policy Act Implementing Procedures. Accessed: https://www.faa.gov/documentLibrary/media/Order/FAA_Order_1050.1G.pdf, October 2025.

[2] U.S. Department of Transportation. 2020. Order 5610.1D, Procedures for Considering Environmental Impacts. Accessed: https://www.transportation.gov/office-policy/transportation-policy/order-56101d-procedures-considering-environmental-impacts, October 2025

[3] FAA Reauthorization Act of 2024, Section 743. Accessed: https://www.congress.gov/bill/118th-congress/house-bill/3935/text, September 2024.

[4] Section 743 generally provides that the FAA retains authority to regulate activities that: (1) "materially impact the safe and efficient operation of aircraft at, to, or from the airport," (2) "adversely affect the safety of people or property on the ground as a result of aircraft operations", or (3) "adversely affect the value of prior Federal investments to a significant extent."

[5] Federal Aviation Administration. Order 1050.1G, FAA National Environmental Policy Act Implementing Procedures: Appendix B. Accessed: https://www.faa.gov/documentLibrary/media/Order/FAA_Order_1050.1G.pdf, October 2025.

C.2 Existing Environmental Conditions

The current environmental conditions at and around Ted Stevens Anchorage International Airport (Airport) are detailed in **Section 2.9**, based on environmental resource categories defined in FAA Order 1050.1G. The following subsections summarize the conditions described in **Section 2.9** and provide the basis for determining the potential environmental effects of the Airport's preferred development projects.

C.2.1 Aviation Emissions and Air Quality

According to the U.S. Environmental Protection Agency (USEPA), the Anchorage Municipality in which the Airport is located is designated as in "attainment" for all National Ambient Air Quality Standards (NAAQS) pollutants, except a portion of the Airport, which has been designated as a "maintenance" area for carbon monoxide (CO) since July 23, 2004 (see **Figure 2-43** in **Section 2.9.1**).[6] Per 40 CFR Section 93.102(b)(4), maintenance areas with two consecutive 10-year maintenance periods are not subject to a General Conformity Determination. Therefore, the Airport is assumed to be in attainment for all NAAQS.

C.2.2 Biological Resources

Portions of the Airport property contain disturbed and undisturbed upland, wetland, and aquatic habitat. Upland communities include mixed coniferous and deciduous forests of primarily paper birch (*Betula papyrifera*), white spruce (*Picea glauca*), and black spruce (*Picea mariana*). Wetland communities predominantly include shrub-ericaceous bogs, in addition to black spruce forests. Along the southern Airport boundary, are Little Campbell Lake, Sullivan Pond, Meadow Lake, Delong Lake, and Conners Lake, which provide aquatic habitat.

According to the U.S. Fish and Wildlife Service (USFWS) and Alaska Department of Fish and Game (ADFG), the short-tailed albatross (*Phoebastria albatrus*) is the only federally-listed and state-listed endangered species with the potential to occur on Airport property; however, designated critical habitat has not been identified on Airport property.[7] The USFWS identified 26 migratory bird species that may occur on Airport Property (see **Table 2-3** in **Section 2.9.2**), including the bald eagle (*Haliaeetus leucocephalus*) and golden eagle (*Aquila chrysaetos*), which are individually protected under the Bald and Golden Eagle Protection Act.

C.2.3 Coastal Resources

The Alaska Coastal Management Program expired on July 1, 2011, resulting in a withdrawal from the Federal Coastal Zone Management Act (CZMA) National Coastal Management Program. Therefore, the CZMA Federal consistency provision no longer applies in Alaska. While

[6] U.S. Environmental Protection Agency, Air Quality Green Book, Alaska. Accessed: https://www3.epa.gov/airquality/greenbook/anayo_ak.html, August 2024.
[7] U.S. Fish and Wildlife Service. Information for Planning and Consultation. Accessed: https://ipac.ecosphere.fws.gov/, August 2024.

unenforceable, the Anchorage Coastal Management Plan (ACMP) listed the bluffs along Point Woronzof, north of the Airport, as an important physical feature that should be preserved. Additionally, the Anchorage Coastal Wildlife Refuge, managed by ADFG,[8] is located along the coast west of the Airport (see **Figure 2-18** in **Section 2.3.7**).

C.2.4 Department of Transportation, Section 4(f) and Land and Water Conservation Fund, Section 6(f)

There are eight Section 4(f) recreational properties on or adjacent to Airport property, including Kincaid Park, Delong Lake Park, Connors Lake Park, Point Woronzof Buffer Park, Point Woronzof Overlook, Point Woronzof Park, Tony Knowles Coastal Trail, Earthquake Park, and the Kincaid Park Trail network (see **Figure 2-44** in **Section 2.9.4**).[9] According to the U.S. National Park Service (NPS), one building on Airport property, the Kulis Hangar, is listed on the National Register of Historic Places (NRHP) (see **Figure 2-44** in **Section 2.9.4**).[10] In addition, several Alaska Heritage Resources Survey (AHRS) sites are located on Airport property; however, the exact location of these sites is protected.[11] As noted in **Section C.2.3**, the Anchorage Coastal Wildlife Refuge extends along the coast west of the Airport.

There are no Land and Water Conservation Fund Section 6(f) properties at the Airport; the nearest is Central Spenard, about 2,000 feet east of the Airport.[12]

C.2.5 Farmlands

According to the Natural Resources Conservation Service (NRCS), the Airport property does not contain prime or unique farmland or farmland of statewide importance.[13]

C.2.6 Hazardous Materials, Solid Waste, and Pollution Prevention

C.2.6.1 Hazardous Materials

There are 20 active Alaska Department of Environmental Conservation (ADEC) "contaminated" sites, 84 "cleanup complete" sites, and 13 "cleanup complete – institutional controls" sites on Airport property (see **Figure 2-45** in **Section 2.6**).[14] There are no Comprehensive Environmental

[8] Alaska Department of Fish and Game, Anchorage Coastal Wildlife Refuge Map. Accessed: https://www.adfg.alaska.gov/static/lands/protectedareas/_land_status_maps/anchoragecoastalwildliferefugels.pdf. September 2024.
[9] Municipality of Anchorage, Anchorage Parks and Recreation. Accessed: https://muniorg.maps.arcgis.com/apps/webappviewer/index.html?id=ae59698bf01349f6a6a2d0ad3b15a03c, August 2024
[10] National Park Service, National Register of Historic Places. Accessed: https://www.nps.gov/maps/full.html?mapId=7ad17cc9-b808-4ff8-a2f9-a99909164466, August 2024.
[11] Alaska Heritage Resources Survey, May 2023.
[12] Land and Water Conservation Fund, Past Projects. Accessed: https://lwcf.tplgis.org/mappast/, March 2023.
[13] Natural Resources Conservation Service, Web Soil Survey. Accessed: https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx, August 2024.
[14] Alaska Department of Environmental Conservation, Division of Spill Prevention and Response, Contaminate Sites. Accessed: https://dec.alaska.gov/spar/csp/, August 2024.

Response, Compensation, and Liability Act (CERCLA) sites, also known as Superfund sites, on Airport property. Deicing trucks use Potassium Acetate liquid deicer, and sand trucks use NAAC Sodium Formate, and Sodium Formate/Acetate blend.[15]

Perfluoroalkyl and Polyfluoroalkyl Substances (PFAS), particularly perfluorooctane sulfonate (PFOS) and perfluorooctanoic acid (PFOA), have been detected in the soil and groundwater at ANC, primarily in areas associated with aqueous film forming foam (AFFF) use, such as the Fire Training Pit.[16] PFAS has also been detected in nearby private water supply wells[17] and in future development areas, including Taxiway Z[18,19] and Postmark Bog.[20] Concentrations in most locations, particularly groundwater near AFFF source areas, have exceeded state and federal regulatory thresholds for PFOS and PFOA. Ongoing sampling and monitoring are being conducted by ANC in coordination with the Alaska Department of Transportation and Public Facilities (DOT&PF) and ADEC. PFAS management at ANC to date includes capping, onsite water treatment, and temporary storage of PFAS-contaminated soils northwest of Taxiway K. Refer to **Section 2.9.7** for more details.

C.2.6.2 Solid Waste

The Airport removes solid waste generated at the ADEC Solid Waste Program. The Municipality of Anchorage (MOA) operates the Anchorage Regional Landfill, about 13 miles northeast of the Airport,[21] which is projected by the USEPA to be operational until 2043.[22]

C.2.6.3 Pollution Prevention

The Airport maintains an Alaska Pollutant Discharge Elimination System (APDES) Multi-Sector

[15] Snow and Ice Control Plan 2020-2021, Ted Stevens Anchorage International Airport.
[16] Shannon & Wilson, Inc. 2024. Alaska DOT&PF Statewide PFAS, ANC Fire Training Pit Site Characterization Report. Accessed: https://dot.alaska.gov/airportwater/docs/Anchorage%20International%20Airport/2024-ANC-FTP-Site-Characterization-Report-32097215.pdf, October 2025
[17] Shannon & Wilson, Inc. 2021. Alaska DOT&PF Statewide PFAS Addendum 033-ANC-01: Water Supply Well Search. Accessed: https://dot.alaska.gov/airportwater/docs/Anchorage%20International%20Airport/ANC%20GWP%20Addendum.pdf, October 2025
[18] Shannon & Wilson, Inc. 2021. Ted Stevens Anchorage International Airport PFAS Site Investigation: Taxiway Z West Expansion Area. Accessed: https://dot.alaska.gov/airportwater/docs/Anchorage%20International%20Airport/1213823-September-2021-PFAS-Results-Taxiway-Zulu-20-2332.pdf, October 2025.
[19] Shannon & Wilson, Inc. 2022. Ted Stevens Anchorage International Airport PFAS Site Investigation: Taxiway Z West Expansion Area. Accessed: https://dot.alaska.gov/airportwater/docs/Anchorage%20International%20Airport/1213823-September-2021-PFAS-Results-Taxiway-Zulu-20-2332.pdf, October 2025
[20] Shannon & Wilson, Inc. 2024. Alaska DOT&PF Statewide PFAS, ANC Fire Training Pit Site Characterization Report. Accessed: https://dot.alaska.gov/airportwater/docs/Anchorage%20International%20Airport/2024-ANC-FTP-Site-Characterization-Report-32097215.pdf, October 2025
[21] Municipality of Anchorage, Solid Waste Services, Disposal Locations. Accessed: https://www.muni.org/departments/sws/dispose/pages/default.aspx, August 2024.
[22] U.S. Environmental Protection Agency, Landfill Methane Outreach Program (LMOP). Accessed: https://www.epa.gov/lmop/project-and-landfill-data-state, August 2024.

General Permit (MSGP) with a Stormwater Pollution Prevention Plan (SWPPP), last updated in August 2021 (APDES Permit Number AKR061001).[23] The SWPPP covers drainage systems and deicing protocols at the Airport. The Airport uses passive treatment systems to treat stormwater, including skimming systems, grassy swales, settling ponds, settling channels, and several oil/grit separators, thereby avoiding discharge into the Municipal Separate Storm Sewer System.

C.2.7 Historical, Architectural, Archeological, and Cultural Resources

According to the NPS, there is one NRHP-listed building on Airport property, the Kulis Hangar.[24] The Kulis Hanger was a part of the former Kulis Air National Guard Base, which opened in the spring of 1955. The Kulis Hangar is owned by Airport and is located in what is now called the South Airpark (see **Figure 2-44** in **Section 2.9.7**). Additionally, several Alaska Heritage Resources Survey (AHRS) sites eligible for historic designation are located on Airport property but the location of these sites is protected due to their sensitive nature.[25] These sites are associated with historic Native American land use, including a prehistoric/historic village site at Point Woronzof. Refer to **Section 2.9.7** for more details.

C.2.8 Land Use

Per the MOA Land Use Plan, land uses for the Airport property are mostly designated as Airport, Railroad, or Port Facility. Around the edges of Airport property, land uses are designated as Other Open Space; Potential Open Space Alternative; Right of Way; and Water Feature (see **Figure 2-46** in **Section 2.9.8**). Other Open Space applies to non-municipal public and private open spaces that function as part of the Municipality Park System, and the Potential Open Space Alternative lands are areas reserved for potential recreation or natural open space subject to owner facility and associated jurisdictions.[26]

C.2.9 Natural Resources and Energy Supply

Natural resources (e.g., water, asphalt, aggregate, etc.) and energy use (e.g., fuel, electricity, etc.) at an airport are a function of the needs of aircraft, support vehicles, airport facilities, support structures, and terminal facilities. The Chugach Electric Association provides electricity, ENSTAR provides natural gas, and the Anchorage Water and Wastewater Utility provides public water and sewer service to the Airport. None of the natural resources that the Airport uses is in rare or short supply. The Airport has implemented measures to reduce energy consumption and solid waste, including the implementation of a recycling program (refer to **Section 2.9.9**).

[23] Alaska Department of Transportation and Public Facilities, Ted Stevens Anchorage International Airport, Stormwater Pollution Prevention Plan for Ted Stevens Anchorage International Airport (ANC), v.2, August 2021.
[24] National Park Service, National Register of Historic Places. Accessed: https://www.nps.gov/maps/full.html?mapId=7ad17cc9-b808-4ff8-a2f9-a99909164466, August 2024.
[25] Alaska Heritage Resources Survey, May 2023.
[26] Municipality of Anchorage, Anchorage 2040 Land Use Plan. Accessed: https://www.muni.org/Departments/OCPD/Planning/Publications/Pages/Anchorage2040LandUsePlan.aspx, August 2024.

C.2.10 Noise and Noise-Compatible Land Use

The Airport completed an FAA Federal Aviation Regulation (FAR) Part 150 Noise Compatibility Study, updated it in 2015, which identified incompatible land uses (i.e., residences) within the 65 decibels (dB) day-night average sound level (DNL) noise contour in the vicinity of the Airport.[27] Residences, along with schools, daycares, churches, hospitals, and similar land uses, are considered incompatible with noise levels at or above 65 dB DNL. However, since the FAR Part 150 Study was updated in 2015, some residences have been sound-insulated in compliance with the FAA-approved Noise Compatibility Program, and are now considered a compatible land use. Portions of Woronzof Buffer Park, Tony Knowles Coastal Trail, and the Kincaid Park Trail Network within the 75 dB DNL (see **Figure 2-49** in **Section 2.9.10**). Per 14 CFR Part 150, Airport Noise Compatibility Planning,28 parks are incompatible with noise levels at or above 75 dB DNL.

C.2.11 Socioeconomics and Children's Health and Safety Risks

The Airport property intersects four Census Block Groups: Census Tract 23.01, Block Group 1; Census Tract 23.01, Block Group 2; Census Tract 23.02, Block Group 2; and Census Tract 24, Block Group 2, with a total population of 8,180 people.[29] The average median income of these block groups is $123,893 compared to $86,654 for the Anchorage municipality and $77,845 for the State of Alaska. Regarding children's health and safety risks, the closest school and childcare facilities are the Kincaid Elementary School, YMCA-Kincaid School Age-Child Development, and Bright Beginnings Early Learning Center, all located near the southern Airport boundary. However, these facilities are outside the 65 dB DNL for noise-sensitive land uses.

C.2.12 Visual Effects

C.2.12.1 Light Emissions

Various lighting features currently illuminate Airport facilities, such as buildings, access roads, automobile parking areas, taxiway lighting, and runway lighting. While Airport light emissions are continuous because the Airport operates 24 hours per day, the Airport typically does not light the undeveloped areas outside the Air Operations Area (AOA).

C.2.12.2 Visual Resources and Visual Character

Structures at the Airport include but are not limited to, the Airport Traffic control tower, hangars, and maintenance buildings. There are residences bordering the Airport property to the south and east. However, there is no direct line of sight from these residences to the Airport due to

[27] Ted Stevens Anchorage Airport FAR Part 150 Noise Compatibility Study Update, 2015. Accessed: https://dot.alaska.gov/anc/documents/ANC%20FAR%20Part%20150%20Noise%20Compatibility%20Study%20Update.pdf July 2024.
[28] Title 14 Code of Federal Regulations Part 150 – Airport Noise Compatibility Planning. Accessed https://www.ecfr.gov/current/title-14/chapter-I/subchapter-I/part-150, August 2024.
[29] U.S. Census Bureau, Geography. Accessed: https://data.census.gov/advanced, February 2023.

vegetation buffers. The visual character of the developed areas of the Airport is consistent with surrounding commercial and industrial developed areas.

C.2.13 Water Resources

C.2.13.1 Wetlands

The USFWS National Wetland Inventory (NWI) identifies wetlands concentrated in the northeastern and southeastern portions of Airport property, and areas adjacent to the shoreline to the north and west (see **Figure 2-51** in **Section 2.9.13**).[30] The MOA also maintains a wetlands database that rates wetlands by value (see **Figure 2-52** in **Section 2.9.13**).[31] Similar to the NWI, the wetlands mapped by the Municipality are mostly concentrated in the northeastern and southeastern portions of Airport property. The wetland located immediately east of Taxiway R and south of Taxiway P is rated as "A-High Valuation" by the Municipality because it provides high-value functions for groundwater recharge, water quality, stormwater attenuation, aesthetic and noise buffer, and habitat values.[32]

C.2.13.2 Floodplains

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM), a small portion of the Airport property intersects the 100-year floodplain (see **Figure 2-53** in **Section 2.9.13**).[33] These floodplains are along the western and northernmost edge of the Airport property, associated with the coast shoreline, and along the southeastern edge of the Airport property, associated with DeLong Lake and Connors Lake. There are no 500-year floodplains on Airport property.

C.2.13.3 Surface Waters

Airport property contains several surface water bodies: Meadow Lake, Delong Lake, Sullivan Pond, Little Campbell Lake, Connors Lake, and several unnamed water bodies[34] These surface water bodies are all located south of Runway 7-25. A small unnamed pond is also located in the

[30] U.S. Fish and Wildlife Service, National Wetlands Inventory. Accessed: https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/, August 2024.
[31] Municipality of Anchorage, Wetlands Mapping Tool. Accessed: https://moawms.maps.arcgis.com/apps/View/index.html?appid=860a95de287f448b953f9a51f4539a46, August 2024.
[32] Municipality of Anchorage, 2014 Anchorage Wetlands Management Plan. Accessed: https://www.muni.org/Departments/OCPD/Planning/Physical/EnvPlanning/Documents/Anchorage%20Wetlands%20Management%20Plan-2014.pdf, October 2024.
[33] Federal Emergency Management Agency, Flood Map Service Center, Flood Insurance Rate Maps 0200050710D (effective 9/25/2009), 0200050730D (effective 9/25/2009), 0200050715D (effective 9/25/2009), 0200050720D (effective 9/25/2009), 0200050740D (effective 9/25/2009), 0200050739D (effective 9/25/2009), 0200050741D (effective 9/25/2009), Accessed: https://msc.fema.gov/portal/search, August 2024.
[34] U.S. Environmental Protection Agency, NEPAssist, Water Features, Water Bodies. Accessed: https://nepassisttool.epa.gov/nepassist/nepamap.aspx?wherestr=anc+airport, August 2024.

northeastern portion of the Airport property (see **Figure 2-54** in **Section 2.9.13)**. Lake Hood, associated with the Lake Hood Airport Seaplane Base, is located immediately east of the Airport.

C.2.13.4 Groundwater

The Airport is in the Knik Arm-Frontal Cook Inlet Watershed (HUC 190204010808) and the North Fork Campbell Creek Watershed (HUC 190204010603).[35] The Airport is not within a USEPA-designated Sole Source Aquifer area.[36] Underlying most of the Airport property is a shallow, unconfined aquifer perched above the relatively impermeable clay deposits of the Bootlegger Cover Formation, which overlies a confined aquifer.[37]

C.2.13.5 Wild and Scenic Rivers

There are no Wild and Scenic Rivers on or near Airport Property. The closest Wild and Scenic River is the Tlikakila Wild and Scenic River, about 90 miles southwest of the Airport.[38] The closest river registered in the Nationwide Rivers Inventory is Little Susitna River, located approximately 18 miles northwest of the Airport.[39]

[35] U.S. Environmental Protection Agency, NEPAssist, Water, Watersheds. Accessed: https://nepassisttool.epa.gov/nepassist/nepamap.aspx?wherestr=anc+airport, August 2024.
[36] U.S. Environmental Protection Agency, NEPAssist, Water, Sole Source Aquifers. Accessed: https://nepassisttool.epa.gov/nepassist/nepamap.aspx?wherestr=anc+airport, August 2024.
[37] HNTB Corporation, Ted Stevens Anchorage International Airport Master Plan Update, 2002.
[38] National Wild and Scenic Rivers System, Alaska. Accessed: https://www.rivers.gov/alaska.php, August 2024.
[39] National Park Service, Nationwide Rivers Inventory, Little Susitna River. Accessed: https://www.nps.gov/maps/full.html?mapId=8adbe798-0d7e-40fb-bd48-225513d64977, August 2024.

C.3 Environmental Analysis of Preferred Development Alternatives

This section identifies potential environmental impacts associated with the preferred development alternatives (see **Chapter 5**), including the anticipated level of NEPA documentation, environmental permits, surveys, and agency coordination/consultation. It is important to note that the environmental analysis included in this Master Plan Update is not in and of itself a NEPA document.

The following FAA Order 1050.1G environmental resource categories have the potential to be affected by the preferred development alternatives and, therefore, are assessed for each development project:

- Aviation Emissions and Air Quality
- Biological Resources (including fish, wildlife, and plants)
- Coastal Resources
- Department of Transportation Section 4(f), and Land and Water Conservation Fund, Section 6(f)
- Hazardous Materials, Solid Waste, and Pollution Prevention
- Historical, Architectural, Archaeological, and Cultural Resources
- Land Use
- Natural Resources and Energy Supply
- Noise and Noise-Compatible Land Use
- Socioeconomics and Children's Health and Safety Risks
- Visual Effects
- Water Resources (includes Wetlands, Floodplains, Surface Waters, and Groundwater,)

Farmlands and Wild and Scenic Rivers are not included in this discussion because, as described in **Section C.2**, those resources are not within or near the Airport property and would not be affected by the development projects.

C.3.1 Airside Development Projects

The Airport's recommended airside development strategy at the Airport aims to optimize existing facilities, construct tenant cargo facilities, and construct a future 4th runway to accommodate growth.

C.3.1.1 North End Tug Road Extension (Project #3)

This project would construct an airside tug road starting from south of the existing fuel farm and extending north along the west side of Taxiway Y and around the north end of the Runway 15 threshold. The new tug road would be approximately 14,000 feet (2.7 miles) long. This road would provide access to airport vehicles around the north end of Runway 15-33 to provide

access to the West Airpark for ground handling, operations, police, and fire services. The road extension would be constructed near existing roads and taxiways on ground that has been previously disturbed and graded. However, small areas of wetlands are shown on the NWI map as occurring within the project footprint. The environmental resource categories that may be affected by the North End Tug Road Extension are as follows:

Aviation Emissions and Air Quality

Construction associated with this project would temporarily increase emissions from construction vehicles and equipment, and would likely require a Construction Emissions Inventory for NEPA documentation. Since the road would not affect aircraft operations, an Operational Emissions Inventory would not be required.

Biological Resources

While most of the site is previously developed and disturbed, some portions of the road cross areas containing shrubs and grasses that could provide habitat for migratory birds and local wildlife. Therefore, a biological site survey and coordination with the ADFG may be required. However, the area does not contain suitable habitat for the endangered short-tailed albatross. (*Phoebastria albatrus*). Due to the lack of trees and proximity to the airfield, the area does not provide quality wildlife habitat, and sensitive species such as the bald eagle and golden eagle, are unlikely to occur.

Hazardous Materials, Solid Waste, and Pollution Prevention

Construction associated with this project would generate solid waste, and use hazardous materials such as fuels for equipment, solvents, and paints. The operation of the road would not generate solid waste or hazardous materials. The contractor would need to obtain a Construction General Permit (CGP) from the ADEC and comply with the Airport's APDES MSGP (#AKR061001) and Stormwater Pollution Prevention Plan (SWPPP) for pollution prevention. All solid and hazardous waste would be handled and disposed of according to federal, state, and local regulations. A PFAS survey may be required, including coordination with Alaska DOT&PF and ADEC.

Historical, Architectural, Archaeological, and Cultural Resources

Construction associated with this project would include ground-disturbing activities on pervious ground. Therefore, an archaeological survey may be required, including FAA coordination with the Alaska Office of History and Archaeology (OHA) and local Federally Recognized Tribes (Tribes). The Alaska OHA serves as Alaska's State Historic Preservation Office (SHPO).

Natural Resources and Energy Supply

Construction of the road would temporarily use electricity and fuel to operate construction equipment, and permanently use consumable resources such as asphalt, concrete, paint for

pavement markings, etc. These resources are available in ample supply within the region. Due to the road's proximity to the airfield, the road is not likely to include above-ground lighting fixtures. If lighting is installed on portions of the road, the required electricity is not anticipated to exceed supplies available from the Chugach Electric Association.

Water Resources

Based on the NWI, wetlands may occur along the North End Tug Road Extension route. Therefore, a wetland delineation may be required to confirm the presence of wetlands, including coordination with the U.S. Army Corps of Engineers (USACE) to determine their jurisdictional status. Assuming that the wetlands are jurisdictional, the Airport would need to obtain a USACE nationwide permit or individual permit, depending on the extent of the potential effects. The road extension would increase impervious surfaces at the Airport and may require new stormwater storage and drainage facilities to accommodate the increase in stormwater runoff. As the construction footprint exceeds one acre, the contractor would need to obtain an ADEC CGP, in addition to complying with the Airport's APDES MSGP (#AKR061001) and SWPPP to minimize impacts to water resources.

NEPA Documentation Guidance

Non-aeronautical development, such as new roadways, may not be subject to FAA approval authority in compliance with Section 743 of the FAA Reauthorization Act 2024. However, if the FAA retains approval authority over the project and NEPA documentation is required, construction of the road extension can be categorically excluded under FAA Order 1050.1G, paragraph 5-6.4(a). Absent extraordinary circumstances or significant impacts that cannot be mitigated below significance thresholds (e.g., impacts to wetlands), a CATEX is anticipated to be the appropriate NEPA document.

C.3.1.2 Taxiway Z Extension from Taxiway E to Runway 25L end (Project #2)

This project would extend Taxiway Z approximately 2,200 feet between Taxiway E and the Runway 25L end and construct a new taxiway connector between Taxiway Z and the Runway 25L end. The Taxiway Z extension would improve access for aircraft using Runway 25L and the South Airpark. The taxiway extension would be constructed on land within the airfield that has been graded, sodded, and developed for stormwater drainage. The environmental resource categories that may be affected by the taxiway extension are as follows:

Aviation Emissions and Air Quality

Construction associated with this project would temporarily increase emissions from construction vehicles and equipment, and would likely require a Construction Emissions Inventory for NEPA documentation. The additional taxiing by aircraft resulting from the Taxiway Z extension may require an Operational Emissions Inventory for NEPA documentation.

Biological Resources

While most of the site is graded and disturbed, the stormwater drainage channels contain grasses and shrubs that could provide habitat for migratory birds and local wildlife. Therefore, a biological site survey and coordination with the ADFG may be required. However, the area does not contain suitable habitat for the endangered short-tailed albatross. (*Phoebastria albatrus*). Due to the lack of trees and proximity to the airfield, the area does not provide quality wildlife habitat, and sensitive species such as the bald eagle and golden eagle, are unlikely to occur.

Hazardous Materials, Solid Waste, and Pollution Prevention

Construction associated with this project would generate solid waste, and use hazardous materials such as fuels for equipment, solvents, and paints. The operation of the taxiway extension would not generate solid waste or hazardous materials. The contractor would need to obtain an ADEC CGP and comply with the Airport's APDES MSGP (#AKR061001) and SWPPP for pollution prevention. All solid and hazardous waste would be handled and disposed of according to federal, state, and local regulations. Agency coordination and a survey for PFAS were conducted for Taxiway Z in 2022.

Historical, Architectural, Archaeological, and Cultural Resources

Construction associated with this project would include ground-disturbing activities on pervious ground. Therefore, an archaeological survey may be required, including FAA coordination with the Alaska OHA and local Tribes.

Natural Resources and Energy Supply

Construction of the taxiway extension would temporarily use electricity and fuel to operate construction equipment, and permanently use consumable resources such as asphalt, concrete, paint for pavement markings, etc. These resources are available in ample supply within the region. The operation of the Taxiway Z extension would require electricity for lighting, though the increase in electricity is not anticipated to exceed supplies available from the Chugach Electric Association.

Water Resources

While wetlands are not depicted on the NWI, drainage channels that may contain wetlands are located within the project area. Therefore, a wetland delineation may be required to confirm the presence of wetlands, including coordination with the USACE to determine their jurisdictional status. Assuming that the wetlands are jurisdictional, the Airport would need to obtain a USACE nationwide permit or individual permit, depending on the extent of the potential effects. The construction of the taxiway extension would also increase impervious surfaces and may require new stormwater storage and drainage facilities to accommodate the increase in stormwater runoff. As the construction footprint exceeds one acre, the contractor would need to obtain an

ADEC CGP, in addition to complying with the Airport's APDES MSGP (#AKR061001) and SWPPP to minimize impacts to water resources.

NEPA Documentation Guidance

The taxiway extension can be categorically excluded under FAA Order 1050.1G, paragraph B-2.4(e), provided construction does not result in significant erosion, sedimentation, noise, or air quality effects. Absent extraordinary circumstances or significant impacts that cannot be mitigated below significance thresholds, a CATEX is anticipated to be the appropriate NEPA document.

C.3.1.3 Taxiway Z Extension from Taxiway H to Runway 7R end (Project #12)

This project would extend Taxiway Z approximately 6,050 feet between Taxiway H and the Runway 7R end and construct two new taxiway connectors between the extended Taxiway Z and Runway 7R-25L. The Taxiway Z extension would increase the utility and capacity of the taxiway system. The taxiway extension would be constructed on land that has been graded, sodded, and developed for stormwater drainage, and would be constructed over portions of the Airport's interior perimeter road. The environmental resource categories that may be affected by the taxiway extension are as follows:

Aviation Emissions and Air Quality

Construction associated with this project would temporarily increase emissions from construction vehicles and equipment, and would likely require a Construction Emissions Inventory for NEPA documentation. The additional taxiing by aircraft resulting from the Taxiway Z extension may require an Operational Emissions Inventory for NEPA documentation.

Biological Resources

While most of the site is graded and disturbed, the stormwater drainage channels contain grasses and shrubs that could provide habitat for migratory birds and local wildlife. Therefore, a biological site survey and coordination with the ADFG may be required. However, the area does not contain suitable habitat for the endangered short-tailed albatross. (*Phoebastria albatrus*). Due to the lack of trees and proximity to the airfield, the area does not provide quality wildlife habitat, and sensitive species such as the bald eagle and golden eagle, are unlikely to occur.

Hazardous Materials, Solid Waste, and Pollution Prevention

Construction associated with this project would generate solid waste, and use hazardous materials such as fuels for equipment, solvents, and paints. The operation of the taxiway extension would not generate solid waste or hazardous materials. The contractor would need to obtain an ADEC CGP and comply with the Airport's APDES MSGP (#AKR061001) and SWPPP for pollution prevention. All solid and hazardous waste would be handled and disposed of

according to federal, state, and local regulations. Agency coordination and a survey for PFAS were conducted for Taxiway Z in 2022.

Historical, Architectural, Archaeological, and Cultural Resources

Construction associated with this project would include ground-disturbing activities on pervious ground. Therefore, an archaeological survey may be required, including FAA coordination with the Alaska OHA and local Tribes.

Natural Resources and Energy Supply

Construction of the taxiway extension would temporarily use electricity and fuel to operate construction equipment, and permanently use consumable resources such as asphalt, concrete, paint for pavement markings, etc. These resources are available in ample supply within the region. The operation of the Taxiway Z extension may require electricity for lighting, though the increase in electricity is not anticipated to exceed supplies available from the Chugach Electric Association.

Water Resources

While wetlands are not depicted on the NWI, drainage channels that may contain wetlands are located within the project area. Therefore, a wetland delineation may be required to confirm the presence of wetlands, including coordination with the USACE to determine their jurisdictional status. Assuming that the wetlands are jurisdictional, the Airport would need to obtain a USACE nationwide permit or individual permit, depending on the extent of the potential effects. The construction of the taxiway extension would also increase impervious surfaces and may require new stormwater storage and drainage facilities to accommodate the increase in stormwater runoff. As the construction footprint exceeds one acre, the contractor would need to obtain an ADEC CGP, in addition to complying with the Airport's APDES MSGP (#AKR061001) and SWPPP to minimize impacts to water resources.

NEPA Documentation Guidance

The taxiway extension can be categorically excluded under FAA Order 1050.1G, paragraph B-2.4(e), provided construction does not result in significant erosion, sedimentation, noise, or air quality effects. Absent extraordinary circumstances or significant impacts that cannot be mitigated below significance thresholds, a CATEX is anticipated to be the appropriate NEPA document.

C.3.1.4 West Airpark Cargo Project #14)

This project would construct new cargo buildings, aprons, taxilanes, vehicle parking lots, and supporting infrastructure (e.g., utilities), referred to as the "West Airpark," on about 48 acres of undeveloped property consisting of grassland and mixed coniferous/deciduous forest west of

Runway 15-33. The environmental resource categories that may be affected by the West Airpark development are as follows:

Aviation Emissions and Air Quality

Construction associated with this project would temporarily increase emissions from construction vehicles and equipment, and would likely require a Construction Emissions Inventory for NEPA documentation. Should the Airport experience a change in aircraft fleet mix or a significant increase in cargo operations associated with this project, an Operational Emissions Inventory may be necessary for NEPA documentation.

Biological Resources

Suitable habitat for the endangered short-tailed albatross (*Phoebastria albatrus*) is not present within the proposed West Airpark locations. However, the undeveloped property west of Runway 15-33 contains grassland and mixed coniferous/deciduous forest, which may provide habitat for migratory birds, sensitive species, and local wildlife. Because migratory birds and sensitive species, such as the bald eagle, may occur in the area, a biological site survey and coordination with the ADFG and USFWS may be necessary for NEPA documentation.

Hazardous Materials, Solid Waste, and Pollution Prevention

Construction associated with this project would generate solid waste, and use hazardous materials such as fuels for equipment, solvents, and paints. The operation of the project would also increase the solid waste generated at the Airport, though the increase is not anticipated to be significant. The contractor would need to obtain a CGP from ADEC and comply with the Airport's APDES MSGP (#AKR061001) and SWPPP for pollution prevention. All solid and hazardous waste would be handled and disposed of according to federal, state, and local regulations. A PFAS survey may be required, including coordination with Alaska DOT&PF and ADEC.

Historical, Architectural, Archaeological, and Cultural Resources

Construction associated with this project would include ground-disturbing activities on pervious ground. Therefore, an archaeological survey may be required, including FAA coordination with the Alaska OHA and local Federally Recognized Tribes (Tribes).

Natural Resources and Energy Supply

Construction associated with this project would temporarily use electricity and fuel to operate construction equipment, and permanently use consumable resources such as lumber, steel, doors, windows, roofing, piping, asphalt, concrete, paint, etc. These resources are available in ample supply within the region. The operation of the project would increase the demand for electricity, natural gas, water, and sewer utilities; however, the increase in utilities is not

anticipated to exceed supplies available from the Chugach Electric Association, ENSTAR, or the Anchorage Water and Wastewater Utility.

Noise and Noise-Compatible Land Use

Should the Airport experience a change in aircraft fleet mix or a significant increase in cargo operations associated with this project, new noise contours using the most recent version of the Aviation Environmental Design Tool (AEDT) may need to be modeled that account for the increase in cargo operations.

Visual Effects

It is unlikely that the West Airpark development would be visible from the Tony Knowles Coastal Trail due to the dense coniferous and deciduous forest along the trail, or other visually-protected resources (e.g., historic resources and coastal resources). However, an analysis of visual effects may be required for NEPA documentation.

Water Resources

Based on the NWI, wetlands may occur within the West Airpark location. Therefore, a wetland delineation may be required to confirm the presence of wetlands, including coordination with the USACE to determine their jurisdictional status. Assuming that the wetlands are jurisdictional, the Airport would need to obtain a USACE nationwide permit or individual permit, depending on the extent of the potential effects. The new West Airpark facilities would increase impervious surfaces at the Airport and may require new stormwater storage and drainage facilities to accommodate the increase in stormwater runoff. As the construction footprint exceeds one acre, the contractor would need to obtain an ADEC CGP, in addition to complying with the Airport's APDES MSGP (#AKR061001) and SWPPP to minimize impacts to water resources.

NEPA Documentation Guidance

Non-aeronautical development, such as new roadways and vehicle parking, may not be subject to FAA approval authority in compliance with Section 743 of the FAA Reauthorization Act 2024. However, if the FAA retains approval authority over the non-aeronautical development and NEPA documentation is required, construction of access roads and vehicle parking can be categorically excluded under FAA Order 1050.1G, paragraphs B-2.4(a) and B-2.4(f), respectively. The construction of new cargo buildings can be categorically excluded under FAA Order 1050.1G, paragraph B-2.4(h). The construction of the aprons, approach ramps, and taxilanes can be categorically excluded under FAA Order 1050.1G, paragraph B-2.4(e), provided the action does not result in significant erosion, sedimentation, noise, or air quality effects. Absent extraordinary circumstances or significant impacts that cannot be mitigated below significance thresholds, a CATEX is anticipated to be the appropriate NEPA document. If the FAA considers the West Airpark development to be a substantial expansion of cargo facilities at the Airport, an EA may be necessary.

C.3.1.5 Taxiway Y Cargo Apron Hardstands (Project #11)

This project would construct four new cargo aircraft parking positions on approximately 20 acres west of Taxiway Y, and north of the proposed West Airpark Cargo Tenant Buildout (Project #14). The location may also include support infrastructure such as crew buildings and snow storage areas. The Taxiway Y Cargo Arpon Hardstands would extend onto undeveloped land consisting of grassland and mixed coniferous/deciduous forest. The environmental resource categories that may be affected by the Taxiway Y Cargo Apron Hardstands development are as follows:

Aviation Emissions and Air Quality

Construction associated with this project would temporarily increase emissions from construction vehicles and equipment, and would likely require a Construction Emissions Inventory for NEPA documentation. The additional aircraft parking positions would meet projected aircraft operations and would not directly increase aircraft operations; therefore, an Operational Emissions Inventory is unlikely to be required.

Biological Resources

Suitable habitat for the endangered short-tailed albatross (*Phoebastria albatrus*) is not present within the area proposed for the Taxiway Y Cargo Apron Hardstands. However, portions of the project area that contain grassland and coniferous/deciduous forest may provide habitat for migratory birds, sensitive species, and local wildlife. Because migratory birds and sensitive species, such as the bald eagle, may occur in the area, a biological site survey and coordination with the ADFG and USFWS may be necessary for NEPA documentation.

Hazardous Materials, Solid Waste, and Pollution Prevention

Construction associated with this project would generate solid waste, and use hazardous materials such as fuels for equipment, solvents, and paints. The operation of the Taxiway Y Cargo Apron Hardstands would not generate solid waste or hazardous materials. The contractor would need to obtain an ADEC CGP and comply with the Airport's APDES MSGP (#AKR061001) and SWPPP for pollution prevention. All solid and hazardous waste would be handled and disposed of according to federal, state, and local regulations. A PFAS survey may be required, including coordination with Alaska DOT&PF and ADEC.

Historical, Architectural, Archaeological, and Cultural Resources

Construction associated with this project would include ground-disturbing activities on pervious ground. Therefore, an archaeological survey may be required, including FAA coordination with the Alaska OHA and local Tribes.

Natural Resources and Energy Supply

Construction associated with this project would temporarily use electricity and fuel to

operate construction equipment, and permanently use consumable resources such asphalt, concrete, paint for pavement markings, etc. These resources are available in ample supply within the region. The operation of the Taxiway Y Cargo Apron Hardstands may require electricity for lighting, though the increase in electricity is not anticipated to exceed supplies available from the Chugach Electric Association.

Water Resources

Based on the NWI, a small freshwater pond may occur in the project area. Therefore, a wetland delineation may be required to confirm the presence of wetlands, including coordination with the USACE to determine their jurisdictional status. Assuming that the wetlands are jurisdictional, the Airport would need to obtain a USACE nationwide permit or individual permit, depending on the extent of the potential effects. The new Taxiway Y Cargo Apron Hardstands would increase impervious surfaces at the Airport and may require new stormwater storage and drainage facilities to accommodate the increase in stormwater runoff. As the construction footprint exceeds one acre, the contractor would need to obtain an ADEC CGP, in addition to complying with the Airport's APDES MSGP (#AKR061001) and SWPPP to minimize impacts to water resources.

NEPA Documentation Guidance

The construction of crew buildings and snow storage facilities can be categorically excluded under FAA Order 1050.1G, paragraph B-2.4(f). The construction of the apron can be categorically excluded under FAA Order 1050.1G, paragraph B-2.4(e), provided the action does not result in significant erosion, sedimentation, noise, or air quality effects. Absent extraordinary circumstances or significant impacts that cannot be mitigated below significance thresholds (e.g., impacts to wetlands), a CATEX is anticipated to be the appropriate NEPA document.

C.3.1.6 New Connector Taxiway from Runway 25L End to Taxiway K (Project #23)

This project would construct a new north-south connector taxiway that begins at the Runway 25L end, crosses Runway 7L-25R, and connects to Taxiway K. The connector taxiway would be designed to accommodate ADG-VI aircraft and meet all relevant FAA design criteria. The new connector taxiway would be constructed on land within the airfield that is entirely disturbed and graded. The environmental resource categories that may be affected by the new connector taxiway are as follows:

Aviation Emissions and Air Quality

Construction associated with this project would temporarily increase emissions from construction vehicles and equipment, and would likely require a Construction Emissions Inventory for NEPA documentation. Since the connector taxiway would not increase or changes aircraft operations, an Operational Emissions Inventory would not be required.

Hazardous Materials, Solid Waste, and Pollution Prevention

Construction associated with this project would generate solid waste, and use hazardous materials such as fuels for equipment, solvents, and paints. The operation of the connector taxiway would not generate solid waste or hazardous materials. The contractor would need to obtain an ADEC CGP and comply with the Airport's APDES MSGP (#AKR061001) and SWPPP for pollution prevention. All solid and hazardous waste would be handled and disposed of according to federal, state, and local regulations. A PFAS survey may be required, including coordination with Alaska DOT&PF and ADEC.

Natural Resources and Energy Supply

Construction of the connector taxiway would temporarily use electricity and fuel to operate construction equipment, and permanently use consumable resources such as asphalt, concrete, paint for pavement markings, etc. These resources are available in ample supply within the region. The operation of the new connector taxiway would require electricity for centerline lights and edge lights, though the increase in electricity is not anticipated to exceed supplies available from the Chugach Electric Association.

Water Resources

The connector taxiway would be located on the airfield in a location that does not contain wetlands. However, the construction of the connector taxiway would increase impervious surfaces and may require new stormwater storage and drainage facilities to accommodate the increase in stormwater runoff. As the construction footprint exceeds one acre, the contractor would need to obtain an ADEC CGP, in addition to complying with the Airport's APDES MSGP (#AKR061001) and SWPPP to minimize impacts to water resources.

NEPA Documentation Guidance

The connector taxiway can be categorically excluded under FAA Order 1050.1G, paragraph B-2.4(e), provided construction does not result in significant erosion, sedimentation, noise, or air quality effects. Absent extraordinary circumstances or significant impacts that cannot be mitigated below significance thresholds, a CATEX is anticipated to be the appropriate NEPA document.

C.3.1.7 P4 Aircraft Hardstand Apron and Taxilane P Extension (Project #23)

This project would construct a new aircraft hardstand apron, identified as P4, on approximately 3.5 acres at the east end of Taxilane P. The P4 apron would include one power-through aircraft parking position capable of accommodating ADG-VI aircraft. The project would also extend Taxilane P by approximately 315 feet to provide access to the new apron. The new apron would be constructed on undeveloped land that encroaches upon wetlands mapped by the NWI, and wetlands mapped by the Municipality as "A-High Valuation" due to their high ecological

functions (refer to **Section C.2.13.1**). The environmental resource categories that may be affected by the P4 Aircraft Hardstand Apron and Taxilane P Extension are as follows:

Aviation Emissions and Air Quality

Construction associated with this project would temporarily increase emissions from construction vehicles and equipment, and would likely require a Construction Emissions Inventory for NEPA documentation. The additional aircraft hardstand position would meet projected cargo operations and would not directly increase aircraft operations; therefore, an Operational Emissions Inventory is unlikely to be required.

Biological Resources

Suitable habitat for the endangered short-tailed albatross (*Phoebastria albatrus*) is not present within the area proposed for the P4 Aircraft Hardstand Apron and Taxilane P Extension. However, portions of the project area that contain shrub and herbaceous wetlands may provide habitat for migratory birds, sensitive species, and local wildlife. Because migratory birds and sensitive species may occur in the area, a biological site survey and coordination with the ADFG and USFWS may be necessary for NEPA documentation.

Hazardous Materials, Solid Waste, and Pollution Prevention

Construction associated with this project would generate solid waste, and use hazardous materials such as fuels for equipment, solvents, and paints. The operation of the P4 Aircraft Hardstand Apron and Taxilane P Extension would not generate solid waste or hazardous materials. The contractor would need to obtain an ADEC CGP and comply with the Airport's APDES MSGP (#AKR061001) and SWPPP for pollution prevention. All solid and hazardous waste would be handled and disposed of according to federal, state, and local regulations. Agency coordination and a survey for PFAS were conducted within Postmark Bog (adjacent wetland) in 2020.

Historical, Architectural, Archaeological, and Cultural Resources

Construction associated with this project would include ground-disturbing activities on pervious ground. Therefore, an archaeological survey may be required, including FAA coordination with the Alaska OHA and local Tribes.

Natural Resources and Energy Supply

Construction associated with this project would temporarily use electricity and fuel to operate construction equipment, and permanently use consumable resources such asphalt, concrete, paint for pavement markings, etc. These resources are available in ample supply within the region. The operation of the P4 Aircraft Hardstand Apron and Taxilane P Extension may require electricity for lighting, though the increase in electricity is not anticipated to exceed supplies available from the Chugach Electric Association.

Water Resources

Based on the NWI and Municipality Wetlands Map, shrub and herbaceous wetlands occur throughout the project footprint. Therefore, a wetland delineation may be required to confirm the presence of wetlands, including coordination with the USACE to determine their jurisdictional status. Assuming that the wetlands are jurisdictional, the Airport would need to obtain a USACE nationwide permit or individual permit, depending on the extent of the potential effects. Due to the extent of wetlands present, wetland mitigation would likely be required. The new P4 Aircraft Hardstand Apron and Taxilane P Extension would increase impervious surfaces at the Airport and may require new stormwater storage and drainage facilities to accommodate the increase in stormwater runoff. As the construction footprint exceeds one acre, the contractor would need to obtain an ADEC CGP, in addition to complying with the Airport's APDES MSGP (#AKR061001) and SWPPP to minimize impacts to water resources.

NEPA Documentation Guidance

The construction of the new aircraft hardstand apron and Taxilane P extension can be categorically excluded under FAA Order 1050.1G, paragraph B-2.4(e), provided the action does not result in significant erosion, sedimentation, noise, or air quality effects, and absent extraordinary circumstances or significant impacts that cannot be mitigated below significance thresholds (e.g., impacts to wetlands). However, due to the extent of wetlands within the project footprint that would likely require a USACE individual Section 404 permit, an EA is anticipated to be the appropriate NEPA document.

C.3.1.8 Taxiway K Cargo Apron Hardstands (Project #28)

This project would construct 15 new cargo aircraft parking positions on approximately 70 acres at the end of Taxiway K. The location may also include support infrastructure such as crew buildings and snow storage areas. The new cargo apron would be constructed mostly on land that has been previously disturbed and graded. However, portions of the apron would extend onto undeveloped land consisting of grassland, mixed coniferous/deciduous forest, a drainage channel, and NWI-mapped wetlands. The environmental resource categories that may be affected by the Taxiway K Cargo Apron Hardstands are as follows:

Aviation Emissions and Air Quality

Construction associated with this project would temporarily increase emissions from construction vehicles and equipment, and would likely require a Construction Emissions Inventory for NEPA documentation. The additional aircraft parking positions would meet projected cargo operations and would not directly increase aircraft operations; therefore, an Operational Emissions Inventory is unlikely to be required.

Biological Resources

Suitable habitat for the endangered short-tailed albatross (*Phoebastria albatrus*) is not present within the area proposed for the Taxiway K Cargo Apron Hardstands. However, portions of the project area that contain grassland, coniferous/deciduous forest, a drainage channel, and potential wetlands may provide habitat for migratory birds, sensitive species, and local wildlife. Because migratory birds and sensitive species, such as the bald eagle, may occur in the area, a biological site survey and coordination with the ADFG and USFWS may be necessary for NEPA documentation.

Hazardous Materials, Solid Waste, and Pollution Prevention

Construction associated with this project would generate solid waste, and use hazardous materials such as fuels for equipment, solvents, and paints. The operation of the Taxiway K Cargo Apron Hardstands would not generate solid waste or hazardous materials. The contractor would need to obtain an ADEC CGP and comply with the Airport's APDES MSGP (#AKR061001) and SWPPP for pollution prevention. All solid and hazardous waste would be handled and disposed of according to federal, state, and local regulations. A PFAS survey may be required, including coordination with Alaska DOT&PF and ADEC.

Historical, Architectural, Archaeological, and Cultural Resources

Construction associated with this project would include ground-disturbing activities on pervious ground. Therefore, an archaeological survey may be required, including FAA coordination with the Alaska OHA and local Tribes.

Natural Resources and Energy Supply

Construction associated with this project would temporarily use electricity and fuel to operate construction equipment, and permanently use consumable resources such asphalt, concrete, paint for pavement markings, etc. These resources are available in ample supply within the region. The operation of the Taxiway K Cargo Apron Hardstands may require electricity for lighting, though the increase in electricity is not anticipated to exceed supplies available from the Chugach Electric Association.

Water Resources

Based on the NWI, a drainage channel and wetlands occur within portions of the project area. Therefore, a wetland delineation may be required to confirm the presence of wetlands, including coordination with the USACE to determine their jurisdictional status. Assuming that the wetlands are jurisdictional, the Airport would need to obtain a USACE nationwide permit or individual permit, depending on the extent of the potential effects. The new Taxiway K Cargo Apron Hardstands would increase impervious surfaces at the Airport and may require new stormwater storage and drainage facilities to accommodate the increase in stormwater runoff. As the construction footprint exceeds one acre, the contractor would need to obtain an ADEC CGP, in

addition to complying with the Airport's APDES MSGP (#AKR061001) and SWPPP to minimize impacts to water resources.

NEPA Documentation Guidance

The construction of crew buildings and snow storage facilities can be categorically excluded under FAA Order 1050.1G, paragraph B-2.4(f). The construction of the apron can be categorically excluded under FAA Order 1050.1G, paragraph B-2.4(e), provided the action does not result in significant erosion, sedimentation, noise, or air quality effects. Absent extraordinary circumstances or significant impacts that cannot be mitigated below significance thresholds (e.g., impacts to wetlands), a CATEX is anticipated to be the appropriate NEPA document.

C.3.1.9 Airfield Tunnel (Project #29)

This project would construct an underground four-lane roadway tunnel to connect Postmark Drive (west of the USPS building), under Runway 15-33 and associated taxiways, to the West Airpark. The tunnel would provide public access and airside vehicle access to the West Airpark.

The project concept includes two different tunnel segments. The first tunnel segment would be approximately 2,700 feet long, and underly Taxiway R, Runway 15-33, and Taxiway Y. The first segment would surface west of Taxiway Y and provide access to the West Airpark east of a potential new Runway 15R-33L (described in **Section C.3.1.10**). If a new runway is implemented at ANC, a second tunnel segment would be constructed under Runway 15R-33L and its parallel taxiway. The second tunnel segment would be approximately 1,800 feet long.

Both tunnel projects would include the construction of at-grade connection roads that would connect the tunnel(s) to existing surface roads. Both tunnels would be constructed on land within the airfield that is almost entirely disturbed and graded, though NWI-mapped wetlands are shown within the project footprint. The environmental resource categories that may be affected by the airfield tunnels are as follows:

Aviation Emissions and Air Quality

Construction associated with this project would temporarily increase emissions from construction vehicles and equipment, and would likely require a Construction Emissions Inventory for NEPA documentation. Since the tunnel(s) would not increase or change aircraft operations, an Operational Emissions Inventory would not be required.

Biological Resources

Suitable habitat for the endangered short-tailed albatross (*Phoebastria albatrus*) is not present within the locations of the airfield tunnel(s) and connection roads. However, portions of the project area potentially contain grassland and wetlands that may provide habitat for migratory birds, sensitive species, and local wildlife. Because migratory birds and sensitive species may

occur in the area, a biological site survey and coordination with the ADFG and USFWS may be necessary for NEPA documentation.

Hazardous Materials, Solid Waste, and Pollution Prevention

Construction associated with this project would generate solid waste, and use hazardous materials such as fuels for equipment, solvents, and paints. The operation of the tunnel(s) would not generate solid waste or hazardous materials. The contractor would need to obtain an ADEC CGP and comply with the Airport's APDES MSGP (#AKR061001) and SWPPP for pollution prevention. All solid and hazardous waste would be handled and disposed of according to federal, state, and local regulations. A PFAS survey may be required, including coordination with Alaska DOT&PF and ADEC.

Historical, Architectural, Archaeological, and Cultural Resources

Construction associated with this project would include ground-disturbing activities on pervious ground in select locations. Therefore, an archaeological survey may be required, including FAA coordination with the Alaska OHA and local Tribes.

Natural Resources and Energy Supply

Construction associated with this project would temporarily use electricity and fuel to operate construction equipment, and permanently use consumable resources such as lumber, steel, piping, asphalt, concrete, paint, etc. These resources are available in ample supply within the region. The operation of the tunnel(s) would increase the demand for electricity for lighting; however, the increase in electricity is not anticipated to exceed supplies available from the Chugach Electric Association.

Water Resources

Based on the NWI, wetlands may occur along the tunnel(s) route. Therefore, a wetland delineation may be required to confirm the presence of wetlands, including coordination with the USACE to determine their jurisdictional status. Assuming that the wetlands are jurisdictional, the Airport would need to obtain a USACE nationwide permit or individual permit, depending on the extent of the potential effects. The tunnel(s) and connection roads would increase impervious surfaces at the Airport and may require new stormwater storage and drainage facilities to accommodate the increase in stormwater runoff. As the construction footprint exceeds one acre, the contractor would need to obtain an ADEC CGP, in addition to complying with the Airport's APDES MSGP (#AKR061001) and SWPPP to minimize impacts to water resources. Lastly, a groundwater study may be required to ensure the project is feasible to construct.

NEPA Documentation Guidance

The construction of a tunnel(s) is not identified as a project that can be categorically excluded under FAA Order 1050.1G. Therefore, an EA is anticipated to be the appropriate NEPA documentation for this project.

C.3.1.10 Runway 15R-33L and New Taxiways (Project #30)

To meet projected cargo aircraft operations, the Airport would first optimize existing facilities at ANC and the Fairbanks Airport prior to considering additional runway capacity. A study would be conducted to evaluate constructing an additional runway at any airport within the state of Alaska if/and when continued demand demonstrates a need for additional runway capacity. Implementation of a 4th runway at ANC would only be considered if another more suitable airport was not identified.

The preferred runway alternative, Runway 15R-33L, at ANC would be 8,000 feet long by 150 feet wide, located west and parallel to the existing Runway 15-33. The preferred 4th runway alternative would include a parallel taxiway, six taxiway connectors, and other supporting infrastructure (e.g., runway lighting). This project would require land acquisition from the MOA, including all or portions of Point Woronzof Park and the Tony Knowles Coastal Trail. The location of the 4th runway would require rerouting the Tony Knowles Coastal Trail to the north and west of the potential new runway complex. To meet grading standards, fill would be required at the northern end of the runway, encroaching upon the coastal waters, floodplain, and the Anchorage Coastal Wildlife Refuge. The environmental resource categories that may be affected by the proposed 4th runway are as follows:

Aviation Emissions and Air Quality

Construction associated with this project would temporarily increase emissions from construction vehicles and equipment, and would likely require a Construction Emissions Inventory for NEPA documentation. The change in aircraft fleet mix and increased cargo operations associated with the new runway would likely require an Operational Emissions Inventory for NEPA documentation.

Biological Resources

Because the federally endangered short-tailed albatross (*Phoebastria albatrus*) has the potential to occur along the Anchorage Coastal Wildlife Refuge, a Biological Assessment may be required, including consultation with the USFWS. The location of the proposed 4th runway also contains mixed coniferous and deciduous forest that may provide habitat for migratory birds, sensitive species, and local wildlife. Therefore, a biological site survey and coordination with the ADFG may also be necessary for NEPA documentation.

Coastal Resources

Construction of the 4th runway would require fill to be placed at the northern end of the runway, which would encroach upon the Anchorage Coastal Wildlife Refuge. While Alaska no longer participates in the CZMA National Coastal Management Program, coordination with the ADFG may be required concerning potential impacts to the Refuge and other coastal resources in the vicinity of the proposed runway.

Department of Transportation, Section 4(f)

Construction of the 4th runway would result in the acquisition of all or portions of Point Woronzof Park and the Tony Knowles Coastal Trail, referred to as "physical use" under Section 4(f). The location of the 4th runway would require rerouting of the Tony Knowles Coastal Trail. Construction of the 4th runway may have indirect impacts, or "constructive use," to Kincaid Park, Point Woronzof Park, Point Woronzof Overlook, and the Anchorage Coastal Wildlife Refuge. Constructive use may include impacts such as noise, access restrictions, vibration, ecological intrusions, and visual effects. A Section 4(f) evaluation would be required for the physical use and constructive use of Section 4(f) properties. In compliance with Section 4(f), the Airport would need to demonstrate that there is no feasible or prudent alternative to the use of Section 4(f) properties and consult with the MOA and Department of Interior (DOI) Office of Environmental Policy and Compliance (OEPC).

Hazardous Materials, Solid Waste, and Pollution Prevention

Construction associated with this project would generate solid waste, and use hazardous materials such as fuels for equipment, solvents, and paints. Operation of the runway would not generate solid waste or hazardous materials. The contractor would need to obtain an ADEC CGP and comply with the Airport's APDES MSGP (#AKR061001) and SWPPP for pollution prevention. All solid and hazardous waste would be handled and disposed of according to federal, state, and local regulations. A PFAS survey may be required, including coordination with Alaska DOT&PF and ADEC.

Historical, Architectural, Archaeological, and Cultural Resources

Construction associated with this project would include ground-disturbing activities on pervious ground and the project may affect the Point Woronzof area, which was identified as an area of concern to local Tribes during previous consultation efforts. Therefore, an archaeological survey and FAA coordination with the Alaska OHA and local Tribes would likely be required.

Land Use

Construction of the 4th runway would result in the conversion of land zoned by the MOA as Parks/Open Space, and land designated as Park/Natural Area in the Anchorage 2040 Land Use Plan, to that of the Airport, Railroad, or Port Facility designation. Therefore, the land use conversion associated with this project is inconsistent with the current zoning and land use

planning of the MOA. The Airport would likely need to apply for a zoning map amendment with the MOA Planning Department; a zoning map amendment requires publicly noticed meetings with, and approval by, the Planning and Zoning Commission and Assembly (the elected legislative body of Anchorage).[40]

Natural Resources and Energy Supply

Construction of the runway and parallel taxiway would temporarily use electricity and fuel to operate construction equipment, and permanently use consumable resources such as asphalt, concrete, paint for pavement markings, etc. These resources are available in ample supply within the region. The operation of the runway would require electricity for lighting and navigational aids (NAVAIDs), though the increase in electricity would not exceed supplies available from the Chugach Electric Association.

Noise and Noise-Compatible Land Use

The location of the proposed 4th runway would change the existing noise contours. Therefore, new noise contours would need to be modeled using the most recent version of the Aviation Environmental Design Tool (AEDT) to account for the new runway location. Noise-sensitive land uses that may be affected by the 4th runway include Kincaid Park, Point Woronzof Park, Tony Knowles Coastal Trail, Point Woronzof Buffer Park, Point Woronzof Overlook, and the Anchorage Coastal Wildlife Refuge. Additionally, a noise analysis may be needed to determine effects on historical, architectural, archaeological, and cultural resources; or socioeconomics, environmental justice, and children's health and safety risks.

Socioeconomics, Environmental Justice, and Children's Health and Safety Risks

The proposed 4th runway would increase the potential for tenant development and revenue generation at the Airport, and employment opportunities for the community, which may result in induced or secondary economic effects. The proposed 4th runway would not directly affect any residential communities, schools/childcare facilities, or businesses, the nearest being over 1 mile south, 1.5 miles southeast, and a 0.5-mile east, respectively. Construction of the 4th runway would require the temporary closure and relocation of a public access road around the Airport. If significant impacts are identified for other resource categories, such as air quality and noise, resulting from the 4th runway, those impacts could be considered a disproportionately high and adverse effect on environmental justice communities or children's health and safety. Therefore, an analysis of indirect, induced, and secondary effects of the proposed 4th runway related to socioeconomics, environmental justice, and children's health and safety risks may be required for NEPA documentation.

[40] Municipality of Anchorage, Planning Department, Rezone. Accessed: https://www.muni.org/Departments/OCPD/Planning/zoning/selfHelp/Pages/Rezone.aspx, September 2024

Visual Effects

The proposed 4th runway would be consistent with the visual character, and emit similar light emissions, as other Airport infrastructure. However, the acquisition of all or portions of Point Woronzof Park and the Tony Knowles Coastal Trail would result in visual effects to those resources. The proposed 4th runway may also visually affect Kincaid Park, Point Woronzof Buffer Park, Point Woronzof Overlook, and the Anchorage Coastal Wildlife Refuge due to additional light emissions and changes to the viewshed. An analysis of visual effects would likely be required for NEPA documentation.

Water Resources

Based on the NWI, wetlands may occur within the proposed 4th runway footprint, including Estuarine and Marine Wetlands along the coast. Therefore, a wetland delineation and coordination with the USACE may be required. Assuming that the wetlands are jurisdictional, the Airport would need to obtain a USACE nationwide permit or individual permit, depending on the extent of the potential effects. The footprint of the proposed 4th runway would also encroach upon the 100-year floodplain, as shown in the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Panels #0200050710d and #0200050720d.[41] Before construction, the Airport would need to apply for a Flood Hazard Permit with the MOA Project Management and Engineering Department.[42] The new runway would increase impervious surfaces at the Airport and would likely require new stormwater storage and drainage facilities to accommodate the increase in stormwater runoff. As the construction footprint exceeds one acre, the contractor would need to obtain an ADEC CGP, in addition to complying with the Airport's APDES MSGP (#AKR061001) and SWPPP to minimize impacts to water resources.

NEPA Documentation Guidance

The construction of a new runway is identified as an action normally requiring an EA in FAA Order 1050.1G, Section 1.5 provided the airport is not in a metropolitan statistical area (MSA). However, since the Airport is located within an MSA,[43] and there is the potential for significant impacts to Section 4(f) resources; Historical, Architectural, Archaeological, and Cultural Resources; and coastal resources, an EIS is anticipated to be the appropriate NEPA document for this project.

[41] Municipality of Anchorage, Project Management and Engineering Department, FEMA Flood Hazard Maps. Accessed: https://www.anchoragestormwater.com/femaFHmaps.html, September 2024.
[42] Municipality of Anchorage, Project Management and Engineering Department, Flood Hazard Permits. Accessed: https://www.muni.org/Departments/project_management/pages/floodhazard.aspx, September 2024.
[43] U.S. Census Bureau, Anchorage AK Metropolitan Statistical Area. Accessed: https://www2.census.gov/geo/maps/econ/ec2012/cbsa/EC2012_310M200US11260M.pdf, September 2024.

C.3.2 Terminal Development Projects

The Airport's recommended terminal development projects aim to improve overall functionality within the existing terminal infrastructure and to accommodate forecast aviation demand, including additional airline ticketing space, security checkpoint lanes, holdrooms, retail space, expanded outbound baggage handling and screening facilities, and increased gate capacity.

C.3.2.1 A Concourse and B Concourse Expansions (Projects #7 and #8)

This project would expand A Concourse by approximately 6,100 square feet (SF) to accommodate new concession, restroom, and circulation space; two new holdrooms; and two new turboprop aircraft gates. B Concourse would be expanded by 96,400 SF to accommodate new Transportation Security Administration (TSA) screening and support facilities; retail, concession, restroom, and circulation space; inbound and outbound baggage facilities; two new holdrooms; and two new jet aircraft gates. These two projects would likely be constructed concurrently. The environmental resource categories that may be affected by the A Concourse and B Concourse expansions are as follows:

Aviation Emissions and Air Quality

Construction associated with this project would temporarily increase emissions from construction vehicles and equipment, and would likely require a Construction Emissions Inventory for NEPA documentation. The four additional gates would meet projected aircraft operations and would not directly increase aircraft operations; therefore, an Operational Emissions Inventory is unlikely to be required.

Hazardous Materials, Solid Waste, and Pollution Prevention

Due to the age of the existing A Concourse and B Concourse buildings (1965 and 1969, respectively), surveys for asbestos and lead paint and subsequent abatement activities may be required within the expansion areas prior to construction. Construction associated with this project would generate solid waste, and use hazardous materials such as fuels for equipment, solvents, and paints. The expanded A Concourse and B Concourse facilities would also increase the solid waste generated at the Airport, though the increase is not anticipated to be significant. The contractor would need to obtain an ADEC CGP and comply with the Airport's APDES MSGP (#AKR061001) and SWPPP for pollution prevention. All solid and hazardous waste would be handled and disposed of according to federal, state, and local regulations. A PFAS survey may be required, including coordination with Alaska DOT&PF and ADEC.

Natural Resources and Energy Supply

Construction associated with this project would temporarily use electricity and fuel to operate construction equipment, and permanently use consumable resources such as lumber, steel, doors, windows, roofing, piping, paint, etc. These resources are available in ample supply within the region. The operation of the expanded A Concourse and B Concourse would increase

the demand for electricity, natural gas, water, and sewer utilities; however, the increase in utilities is not anticipated to exceed supplies available from the Chugach Electric Association, ENSTAR, or the Anchorage Water and Wastewater Utility.

Water Resources

The A Concourse and B Concourse expansions would not increase impervious surfaces at the Airport, and stormwater runoff could likely be accommodated with existing stormwater treatment systems. Since the construction footprint exceeds one acre, the contractor would need to obtain an ADEC CGP, in addition to complying with the Airport's APDES MSGP (#AKR061001) and SWPPP to minimize impacts to water resources.

NEPA Documentation Guidance

The A Concourse and B Concourse expansions can be categorically excluded under FAA Order 1050.1G, paragraph B-2.4(h), provided it does not substantially expand those facilities outside of the FAA's presumed to conform list (72 Federal Register 41565) and any hazardous materials are remediated prior to construction. Absent extraordinary circumstances or significant impacts that cannot be mitigated below significance thresholds, a CATEX is anticipated to be the appropriate NEPA document.

C.3.2.2 C Concourse Expansion (Project #16)

This project would expand C Concourse by approximately 120,900 SF to accommodate new concession, restroom, and circulation space; outbound baggage facilities; two new holdrooms; and two new jet gates. The environmental resource categories that may be affected by the C Concourse expansion are as follows:

Aviation Emissions and Air Quality

Construction associated with this project would temporarily increase emissions from construction vehicles and equipment, and would likely require a Construction Emissions Inventory for NEPA documentation. The two additional gates would meet projected aircraft operations and would not directly increase aircraft operations; therefore, an Operational Emissions Inventory is unlikely to be required.

Hazardous Materials, Solid Waste, and Pollution Prevention

Construction associated with this project would generate solid waste, and use hazardous materials such as fuels for equipment, solvents, and paints. The expanded C Concourse facilities would also increase the solid waste generated at the Airport, though the increase is not anticipated to be significant. The contractor would need to obtain an ADEC CGP and comply with the Airport's APDES MSGP (#AKR061001) and SWPPP for pollution prevention. All solid and hazardous waste would be handled and disposed of according to federal, state, and local

regulations. A PFAS survey may be required, including coordination with Alaska DOT&PF and ADEC.

Natural Resources and Energy Supply

Construction associated with this project would temporarily use electricity and fuel to operate construction equipment, and permanently use consumable resources such as lumber, steel, doors, windows, roofing, piping, paint, etc. These resources are available in ample supply within the region. The operation of the expanded C Concourse would increase the demand for electricity, natural gas, water, and sewer utilities; however, the increase in utilities is not anticipated to exceed supplies available from the Chugach Electric Association, ENSTAR, or the Anchorage Water and Wastewater Utility.

Water Resources

The C Concourse expansion would not increase impervious surfaces at the Airport, and stormwater runoff could likely be accommodated with existing stormwater treatment systems. Since the construction footprint exceeds one acre, the contractor would need to obtain an ADEC CGP, in addition to complying with the Airport's APDES MSGP (#AKR061001) and SWPPP to minimize impacts to water resources.

NEPA Documentation Guidance

The expansion of C Concourse can be categorically excluded under FAA Order 1050.1G, paragraph B-2.4(h), provided it does not substantially expand those facilities outside of the FAA's presumed to conform list (72 Federal Register 41565). Absent extraordinary circumstances or significant impacts that cannot be mitigated below significance thresholds, a CATEX is anticipated to be the appropriate NEPA document.

C.3.2.3 North Terminal Expansion (Project #24)

This project would expand the North Terminal by 146,000 SF to accommodate new Customs and Border Protection (CBP) passenger screening facilities; TSA screening and support facilities; retail, concession, restroom, and circulation space; inbound and outbound baggage facilities; reconfigured and expanded holdrooms; and nine modernized jet aircraft gates. The environmental resource categories that may be affected by the North Terminal project are as follows:

Aviation Emissions and Air Quality

Construction associated with this project would temporarily increase emissions from construction vehicles and equipment, and would likely require a Construction Emissions Inventory for NEPA documentation. The addition of nine usable gates combined with the Airport's forecast increase in aircraft operations may require an Operational Emissions Inventory.

Hazardous Materials, Solid Waste, and Pollution Prevention

Due to the age of the existing North Terminal (1978), a survey for asbestos and lead paint and subsequent abatement activities within the North Terminal renovation and expansion area may be required prior to construction. Construction associated with this project would generate solid waste, and use hazardous materials such as fuels for equipment, solvents, and paints. The North Terminal project would also increase the solid waste generated at the Airport, though the increase is not anticipated to be significant. The contractor would need to obtain an ADEC CGP and comply with the Airport's APDES MSGP (#AKR061001) and SWPPP for pollution prevention. All solid and hazardous waste would be handled and disposed of according to federal, state, and local regulations. A PFAS survey may be required, including coordination with Alaska DOT&PF and ADEC.

Natural Resources and Energy Supply

Construction associated with this project would temporarily use electricity and fuel to operate construction equipment, and permanently use consumable resources such as lumber, steel, doors, windows, roofing, piping, paint, etc. These resources are available in ample supply within the region. The operation of the North Terminal project would increase the demand for electricity, natural gas, water, and sewer utilities; however, the increase in utilities is not anticipated to exceed supplies available from the Chugach Electric Association, ENSTAR, or the Anchorage Water and Wastewater Utility.

Noise and Noise-Compatible Land Use

The addition of nine usable gates combined with the Airport's forecast increase in aircraft operations may require new noise contours to be modeled at the discretion of the FAA. Any noise modeling would use the most recent version of the Aviation Environmental Design Tool (AEDT) that accounts for the increase in aircraft operations.

Water Resources

The North Terminal renovation and expansion would not increase impervious surfaces at the Airport, and stormwater runoff could likely be accommodated with existing stormwater treatment systems. Since the construction footprint exceeds one acre, the contractor would need to obtain an ADEC CGP, in addition to complying with the Airport's APDES MSGP (#AKR061001) and SWPPP to minimize impacts to water resources.

NEPA Documentation Guidance

The renovation and expansion of the North Terminal can be categorically excluded under FAA Order 1050.1G, paragraph B-2.4(h), provided it does not substantially expand those facilities outside of the FAA's presumed to conform list (72 Federal Register 41565) and any hazardous materials are remediated prior to construction. Absent extraordinary circumstances or significant impacts that cannot be mitigated, a CATEX is anticipated to be the appropriate NEPA document.

If the FAA considers the North Terminal renovation and expansion substantial, an EA may be necessary.

C.3.3 Landside Development Projects

The Airport's recommended landside development projects aim to repurpose and expand existing landside areas to meet current and projected vehicle parking needs.

C.3.3.1 Point Woronzof Road / West End Road Realignment (Project #9)

This project would construct and realign approximately 8,500 feet (1.6 miles) of Point Woronzof Road to the west of its current position to accommodate proposed West Airpark developments. The project would also reconstruct approximately 1,100 feet of West End Road to the north of its current position to accommodate the proposed fuel farm expansion. Portions of the existing Point Woronzof Road and West End Road would be demolished during the construction of the West Airpark and fuel farm expansion. Current access to facilities in the West Airpark and other areas owned by the Municipality of Anchorage would be maintained. Both road realignments would be constructed through undeveloped mixed coniferous and deciduous forests, including small areas identified as wetlands on the NWI. The environmental resource categories that may be affected by the Point Woronzof Road and West End Road realignments are as follows:

Aviation Emissions and Air Quality

Construction associated with this project would temporarily increase emissions from construction vehicles and equipment, and would likely require a Construction Emissions Inventory for NEPA documentation. Since the road realignments would not increase or change the type of aircraft operations, an Operational Emissions Inventory would not be required.

Biological Resources

Suitable habitat for the endangered short-tailed albatross (*Phoebastria albatrus*) is not present within the proposed road realignment locations. However, the roads would be constructed through undeveloped mixed coniferous and deciduous forests, which may provide habitat for migratory birds, sensitive species, and local wildlife. Because migratory birds and sensitive species, such as the bald eagle, may occur in the area, a biological site survey and coordination with the ADFG and USFWS may be necessary for NEPA documentation.

Hazardous Materials, Solid Waste, and Pollution Prevention

Construction associated with this project would generate solid waste, and use hazardous materials such as fuels for equipment, solvents, and paints. The operation of the realigned roads would not generate solid waste or hazardous materials. The contractor would need to obtain a CGP from ADEC and comply with the Airport's APDES MSGP (#AKR061001) and SWPPP for pollution prevention. All solid and hazardous waste would be handled and disposed of

according to federal, state, and local regulations. A PFAS survey may be required, including coordination with Alaska DOT&PF and ADEC.

Historical, Architectural, Archaeological, and Cultural Resources

Construction associated with this project would include ground-disturbing activities on large areas of pervious ground. Therefore, an archaeological survey may be required, including FAA coordination with the Alaska OHA and local Tribes.

Natural Resources and Energy Supply

Construction of the roads would temporarily use electricity and fuel to operate construction equipment, and permanently use consumable resources such as asphalt, concrete, paint for pavement markings, etc. These resources are available in ample supply within the region. The operation of the realigned roads would require electricity for lighting, though the increase in electricity is not anticipated to exceed supplies available from the Chugach Electric Association.

Water Resources

Based on the NWI, wetlands may occur within the realigned road locations. Therefore, a wetland delineation may be required to confirm the presence of wetlands, including coordination with the USACE to determine their jurisdictional status. Assuming that the wetlands are jurisdictional, the Airport would need to obtain a USACE nationwide permit or individual permit, depending on the extent of the potential effects. The realigned roads would increase impervious surfaces at the Airport and may require new stormwater storage and drainage facilities to accommodate the increase in stormwater runoff. As the construction footprint exceeds one acre, the contractor would need to obtain an ADEC CGP, in addition to complying with the Airport's APDES MSGP (#AKR061001) and SWPPP to minimize impacts to water resources.

NEPA Documentation Guidance

Non-aeronautical development, such as new roadways, may not be subject to FAA approval authority in compliance with Section 743 of the FAA Reauthorization Act 2024. However, if the FAA retains approval authority over the project and NEPA documentation is required, construction of the road realignments can be categorically excluded under FAA Order 1050.1G, paragraph B-2.4(a). Absent extraordinary circumstances or significant impacts that cannot be mitigated below significance thresholds (e.g., impacts to wetlands), a CATEX is anticipated to be the appropriate NEPA document.

C.3.3.2 North Hold Pad (Project #13)

This project would construct an aircraft hold pad east of the Taxiway R and Taxiway Q intersection. The hold pad would be approximately five acres in size. The hold pad would provide a location for temporary parking for run-up and pre-departure activities while avoiding interference with runway departure queues. The hold pad would have a capacity of one ADG-VI

aircraft. The North Hold Pad would be constructed mostly on land that has been previously disturbed and graded. However, the eastern edge of the hold pad would extend onto undeveloped land consisting of mixed coniferous and deciduous forest, and in a location identified as wetlands by the NWI. The environmental resource categories that may be affected by the North Hold Pad are as follows:

Aviation Emissions and Air Quality

Construction associated with this project would temporarily increase emissions from construction vehicles and equipment, and would likely require a Construction Emissions Inventory for NEPA documentation. Since the aircraft hold pad would not increase or change the type of aircraft operations or the type of aircraft operating at the Airport, an Operational Emissions Inventory is not anticipated to be required.

Biological Resources

Suitable habitat for the endangered short-tailed albatross (*Phoebastria albatrus*) is not present within the proposed road alignment locations. However, the eastern edge of the pad would extend onto undeveloped land consisting of mixed coniferous and deciduous forest, including wetlands, which may provide habitat for migratory birds, sensitive species, and local wildlife. Because migratory birds and sensitive species, such as the bald eagle, may occur in the area, a biological site survey and coordination with the ADFG and USFWS may be necessary for NEPA documentation.

Hazardous Materials, Solid Waste, and Pollution Prevention

Construction associated with this project would generate solid waste, and use hazardous materials such as fuels for equipment, solvents, and paints. The operation of the hold pad would not generate solid waste or hazardous materials. The contractor would need to obtain a CGP from ADEC and comply with the Airport's APDES MSGP (#AKR061001) and SWPPP for pollution prevention. All solid and hazardous waste would be handled and disposed of according to federal, state, and local regulations. A PFAS survey may be required, including coordination with Alaska DOT&PF and ADEC.

Historical, Architectural, Archaeological, and Cultural Resources

Construction associated with this project would include ground-disturbing activities on pervious ground along the eastern half of the hold pad. Therefore, an archaeological survey may be required, including FAA coordination with the Alaska OHA and local Tribes.

Natural Resources and Energy Supply

Construction of the hold pad would temporarily use electricity and fuel to operate construction equipment, and permanently use consumable resources such as asphalt, concrete, paint for pavement markings, etc. These resources are available in ample supply within the region.

Lighting may be installed along the edges of the hold pad, which would require electricity for operations. However, the increased demand for electricity resulting from the project is not anticipated to exceed supplies available from the Chugach Electric Association.

Water Resources

Based on the NWI, wetlands may occur within the hold pad location. Therefore, a wetland delineation may be required to confirm the presence of wetlands, including coordination with the USACE to determine their jurisdictional status. Assuming that the wetlands are jurisdictional, the Airport would need to obtain a USACE nationwide permit or individual permit, depending on the extent of the potential effects. The hold pad would increase impervious surfaces at the Airport and may require new stormwater storage and drainage facilities to accommodate the increase in stormwater runoff. As the construction footprint exceeds one acre, the contractor would need to obtain an ADEC CGP, in addition to complying with the Airport's APDES MSGP (#AKR061001) and SWPPP to minimize impacts to water resources.

NEPA Documentation Guidance

The North Hold Pad can be categorically excluded under FAA Order 1050.1G, paragraph B-2.4(e), provided construction does not result in significant erosion, sedimentation, noise, or air quality effects. Absent extraordinary circumstances or significant impacts that cannot be mitigated below significance thresholds (e.g., impacts to wetlands), a CATEX is anticipated to be the appropriate NEPA document.

C.3.3.3 Park, Ride & Fly Lot Expansion (Project #10)

This project would expand the existing Park, Ride & Fly parking lot onto adjacent undeveloped property, for an additional 220 parking spaces. The environmental resource categories that may be affected by the Park, Ride & Fly parking lot expansion are as follows:

Aviation Emissions and Air Quality

Construction associated with this project would temporarily increase emissions from construction vehicles and equipment. A Construction Emissions Inventory may be necessary for NEPA documentation. Since the new parking lot would not increase or change the type of aircraft operations, an Operational Emissions Inventory would not be required.

Biological Resources

Suitable habitat for the endangered short-tailed albatross (*Phoebastria albatrus*) is not present within the parking lot expansion area. However, the area contains mature deciduous trees with a shrub understory that may provide habitat for migratory birds, sensitive species, and local wildlife. Therefore, biological site surveys and coordination with the ADFG and USFWS may be necessary for NEPA documentation.

Hazardous Materials, Solid Waste, and Pollution Prevention

Construction associated with this project would generate solid waste, and use hazardous materials such as fuels for equipment, solvents, and paints. Operating the parking lot would not generate solid waste or hazardous materials. The contractor would need to obtain an ADEC CGP and comply with the Airport's APDES MSGP (#AKR061001) and SWPPP for pollution prevention. All solid and hazardous waste would be handled and disposed of according to federal, state, and local regulations. A PFAS survey may be required, including coordination with Alaska DOT&PF and ADEC.

Historical, Architectural, Archaeological, and Cultural Resources

Construction associated with this project would include ground-disturbing activities on pervious ground. Therefore, an archaeological survey may be required, including FAA coordination with the Alaska OHA and local Tribes.

Natural Resources and Energy Supply

Construction of the parking lot would temporarily use electricity and fuel to operate construction equipment, and permanently use consumable resources such as asphalt, concrete, paint for pavement markings, etc. These resources are available in ample supply within the region. The operation of the parking lot would require electricity for lighting, though the increase in electricity would not exceed supplies available from the Chugach Electric Association.

Water Resources

According to the NWI, wetlands do not occur within the parking lot expansion area. However, a wetland delineation may be required to confirm the presence or absence of wetlands. If wetlands are identified and determined jurisdictional by the USACE, the Airport would need to obtain a USACE permit for any permanent impacts. Construction of the expanded parking lot would increase impervious surfaces at the Airport and may require new stormwater storage and drainage facilities to accommodate the increase in stormwater runoff.

As the construction footprint exceeds one acre, the contractor would need to obtain an ADEC CGP, in addition to complying with the Airport's APDES MSGP (#AKR061001) and SWPPP to minimize impacts to water resources.

NEPA Documentation Guidance

Non-aeronautical development, such as vehicle parking, may not be subject to FAA approval authority in compliance with Section 743 of the FAA Reauthorization Act 2024. However, if the FAA retains approval authority and NEPA documentation is required, the parking lot construction can be categorically excluded under FAA Order 1050.1G, paragraph B-2.4(f). Absent extraordinary circumstances or significant impacts that cannot be mitigated below significance thresholds, a CATEX is anticipated to be the appropriate NEPA document.

C.3.3.4 New Parking Lot at Former ATCT Site (Project #26)

This project would construct a new surface parking lot with 270 outdoor parking spaces at the location of the former ATCT site. The demolition and relocation of the ATCT was initiated prior to this Master Plan Update. Therefore, the parking lot would be constructed on previously developed and graded land. The environmental resource categories that may be affected by the new parking lot construction on the former ATCT site are as follows:

Aviation Emissions and Air Quality

Construction associated with this project would temporarily increase emissions from construction vehicles and equipment, and would likely require a Construction Emissions Inventory for NEPA documentation. Since the new parking lot would not increase or change the type of aircraft operations, an Operational Emissions Inventory would not be required.

Hazardous Materials, Solid Waste, and Pollution Prevention

Construction associated with this project would generate solid waste, and use hazardous materials such as fuels for equipment, solvents, and paints. The operation of the parking lot would not generate solid waste or hazardous materials. The contractor would need to obtain an ADEC CGP and comply with the Airport's APDES MSGP (#AKR061001) and SWPPP for pollution prevention. All solid and hazardous waste would be handled and disposed of according to federal, state, and local regulations. A PFAS survey may be required, including coordination with Alaska DOT&PF and ADEC.

Natural Resources and Energy Supply

Construction associated with this project would temporarily use electricity and fuel to operate construction equipment, and permanently use consumable resources such as asphalt, concrete, paint for pavement markings, etc. These resources are available in ample supply within the region. The operation of the parking lot would require electricity for lighting, though the increase is not anticipated to exceed supplies available from the Chugach Electric Association.

Water Resources

Since the site was previously developed, construction of the parking lot would not increase impervious surfaces at the Airport, and stormwater runoff could likely be accommodated with existing stormwater treatment systems. As the construction footprint exceeds one acre, the contractor would need to obtain an ADEC CGP, in addition to complying with the Airport's APDES MSGP (#AKR061001) and SWPPP to minimize impacts to water resources.

NEPA Documentation Guidance

Non-aeronautical development, such as vehicle parking lots, may not be subject to FAA approval authority in compliance with Section 743 FAA of Reauthorization Act 2024. However, if the FAA retains approval authority and NEPA documentation is required, the parking lot

construction can be categorically excluded under FAA Order 1050.1G, paragraph B-2.4(h). Absent extraordinary circumstances or significant impacts that cannot be mitigated below significance thresholds, a CATEX is anticipated to be the appropriate NEPA document.

C.3.3.5 New Parking Lot in East Airpark (Project #27)

This project would construct a new surface vehicle parking lot between South Aircraft Drive and International Airport Road, providing 700 parking spaces. The Airport owns the property, and the site consists of vacant lots, roadways, parking lots, and commercial buildings leased to tenants by the Airport. Implementation would require the Airport to wait for existing leases to expire or to negotiate with tenants for the early termination of leases. The environmental resource categories that may be affected by the new parking lot construction are as follows:

Aviation Emissions and Air Quality

Construction associated with this project would temporarily increase emissions from construction vehicles and equipment. A Construction Emissions Inventory may be necessary for NEPA documentation. Since the new parking lot would not increase or change the type of aircraft operations, an Operational Emissions Inventory would not be required.

Biological Resources

While most of the site is previously developed and disturbed, some vacant lots and common areas contain trees, shrubs, and grasses that could provide habitat for migratory birds and local wildlife. Therefore, a biological site survey and coordination with the ADFG may be required. However, the area does not contain suitable habitat for the endangered short-tailed albatross (*Phoebastria albatrus*). Due to existing development and the commercial/industrial setting, the area does not provide quality wildlife habitat and sensitive species, such as the bald eagle and golden eagle, are unlikely to occur.

Hazardous Materials, Solid Waste, and Pollution Prevention

Due to the potential age of existing buildings at the site, a survey for asbestos and lead paint and subsequent abatement activities within the existing buildings may be required prior to demolition activities. Construction associated with this project would generate solid waste, and use hazardous materials such as fuels for equipment, solvents, and paints. Operating the parking lot would not generate solid waste or hazardous materials. The contractor would need to obtain an ADEC CGP and comply with the Airport's APDES MSGP (#AKR061001) and SWPPP for pollution prevention. All solid and hazardous waste would be handled and disposed of according to federal, state, and local regulations. A PFAS survey may be required, including coordination with Alaska DOT&PF and ADEC.

Historical, Architectural, Archaeological, and Cultural Resources

Construction of the parking lot would include ground-disturbing activities on pervious ground, particularly on vacant lots. Therefore, an archaeological survey may be required. Further, an architectural survey may be required for any buildings exceeding or approaching 50 years of age. These surveys would include FAA coordination with the Alaska OHA and local Tribes.

Natural Resources and Energy Supply

Construction of the parking lot would temporarily use electricity and fuel to operate construction equipment, and permanently use consumable resources such as asphalt, concrete, paint for pavement markings, etc. These resources are available in ample supply within the region. The operation of the parking lot would require electricity for lighting, though the increase would not exceed supplies available from the Chugach Electric Association.

Socioeconomics, Environmental Justice, and Children's Health and Safety Risks

Implementation of this project would require ending leases with existing commercial tenants, who would have to relocate their facilities to other parts of the city. However, the number of relocations would not be extensive enough to cause severe economic hardship to the community.

Water Resources

According to the NWI, wetlands do not occur within the area, and most of the area is paved or developed. However, a wetland delineation may be required to confirm the presence or absence of wetlands within vacant lots. If wetlands are identified and determined jurisdictional by the USACE, the Airport would need to obtain a USACE permit for any permanent impacts. Construction of the parking lot would slightly increase impervious surfaces. Therefore, the existing stormwater storage and drainage facilities surrounding the site could likely accommodate the increase in stormwater runoff. As the construction footprint exceeds one acre, the contractor would need to obtain an ADEC CGP, in addition to complying with the Airport's APDES MSGP (#AKR061001) and SWPPP to minimize impacts to water resources.

NEPA Documentation Guidance

Non-aeronautical development, such as vehicle parking lots, may not be subject to FAA approval authority in compliance with Section 743 of the FAA Reauthorization Act 2024. However, if the FAA retains approval authority and NEPA documentation is required, the parking lot construction can be categorically excluded under FAA Order 1050.1G, paragraph B-2.4(f). Absent extraordinary circumstances or significant impacts that cannot be mitigated below significance thresholds, a CATEX is anticipated to be the appropriate NEPA document. If the FAA considers the commercial tenant relocations to be extensive, or if any hazardous materials cannot be remediated prior to construction, an EA may be necessary.

C.3.3.6 Logistics Drive (Project #25)

This project would construct a new public access road called Logistics Drive. Logistics Drive would be approximately 6,200 feet (1.2 miles) long. The new road would connect with Postmark Drive near the North Terminal and extend north and parallel to Postmark Drive until it intersects with Northern Lights Boulevard. The new road would allow more land to be developed for aeronautical uses within the North Airpark and would absorb the capacity of Postmark Drive, which eventually would be a part of the airside of the Airport in the long-term. Portions of the new road would be constructed on previously disturbed and graded land. However, most of the road would be constructed through undeveloped mixed coniferous/deciduous forest and areas identified as wetlands on the NWI. The environmental resource categories that may be affected by Logistics Drive are as follows:

Aviation Emissions and Air Quality

Construction associated with this project would temporarily increase emissions from construction vehicles and equipment, and would likely require a Construction Emissions Inventory for NEPA documentation. Since the new road would not increase or change the type of aircraft operations, an Operational Emissions Inventory would not be required.

Biological Resources

Suitable habitat for the endangered short-tailed albatross (*Phoebastria albatrus*) is not present within the proposed road alignment locations. However, the new road would be constructed through undeveloped mixed coniferous and deciduous forests, including wetlands, which may provide habitat for migratory birds, sensitive species, and local wildlife. Because migratory birds and sensitive species, such as the bald eagle, may occur in the area, a biological site survey and coordination with the ADFG and USFWS may be necessary for NEPA documentation.

Hazardous Materials, Solid Waste, and Pollution Prevention

Construction associated with this project would generate solid waste, and use hazardous materials such as fuels for equipment, solvents, and paints. The operation of the new road would not generate solid waste or hazardous materials. The contractor would need to obtain a CGP from ADEC and comply with the Airport's APDES MSGP (#AKR061001) and SWPPP for pollution prevention. All solid and hazardous waste would be handled and disposed of according to federal, state, and local regulations. A PFAS survey may be required, including coordination with Alaska DOT&PF and ADEC.

Historical, Architectural, Archaeological, and Cultural Resources

Construction associated with this project would include ground-disturbing activities on large areas of pervious ground. Therefore, an archaeological survey may be required, including FAA coordination with the Alaska OHA and local Tribes.

Natural Resources and Energy Supply

Construction of the new road would temporarily use electricity and fuel to operate construction equipment, and permanently use consumable resources such as asphalt, concrete, paint for pavement markings, etc. These resources are available in ample supply within the region. The operation of the roads would require electricity for lighting, though the increase is not anticipated to exceed supplies available from the Chugach Electric Association.

Water Resources

Based on the NWI, wetlands occur throughout the new road location. Therefore, a wetland delineation would likely be required to confirm the presence of wetlands, including coordination with the USACE to determine their jurisdictional status. Assuming that the wetlands are jurisdictional, the Airport would need to obtain a USACE nationwide permit or individual permit, depending on the extent of the potential effects. The new road would increase impervious surfaces at the Airport and may require new stormwater storage and drainage facilities to accommodate the increase in stormwater runoff. As the construction footprint exceeds one acre, the contractor would need to obtain an ADEC CGP, in addition to complying with the Airport's APDES MSGP (#AKR061001) and SWPPP to minimize impacts to water resources.

NEPA Documentation Guidance

Non-aeronautical development, such as new roadways, may not be subject to FAA approval authority in compliance with Section 743 of the FAA Reauthorization Act 2024. However, if the FAA retains approval authority over the non-aeronautical development and NEPA documentation is required, construction of the road can be categorically excluded under FAA Order 1050.1G, paragraph B-2.4(a) absent extraordinary circumstances or significant impacts that cannot be mitigated below significance thresholds. However, due to the extent of wetlands within the project footprint that would likely require a USACE individual Section 404 permit, an EA is anticipated to be the appropriate NEPA document.

C.3.3.7 New Parking Garage at Lot F (Project #17)

This project involves the construction of an 885-stall parking garage at the location of an existing surface parking lot, referred to as "Lot F." Therefore, the parking garage would be constructed on previously paved and graded land. The environmental resource categories that may be affected by the new parking garage construction at the Lot F site are as follows:

Aviation Emissions and Air Quality

Construction associated with this project would temporarily increase emissions from construction vehicles and equipment, and would likely require a Construction Emissions Inventory for NEPA documentation. Since the new parking garage would not increase or change the type of aircraft operations, an Operational Emissions Inventory would not be required.

Hazardous Materials, Solid Waste, and Pollution Prevention

Construction associated with this project would generate solid waste, and use hazardous materials such as fuels for equipment, solvents, and paints. The operation of the parking garage would not generate solid waste or hazardous materials. The contractor would need to obtain an ADEC CGP and comply with the Airport's APDES MSGP (#AKR061001) and SWPPP for pollution prevention. All solid and hazardous waste would be handled and disposed of according to federal, state, and local regulations. A PFAS survey may be required, including coordination with Alaska DOT&PF and ADEC.

Natural Resources and Energy Supply

Construction associated with this project would temporarily use electricity and fuel to operate construction equipment, and permanently use consumable resources such as lumber, steel, concrete, doors, paint, etc. These resources are available in ample supply within the region. The operation of the parking garage would increase electricity demand, though the increase is not anticipated to exceed supplies available from the Chugach Electric Association.

Visual Effects

The new parking garage at the Lot F site would be consistent with the visual character, and emit similar light emissions, to the surrounding infrastructure. While the new parking garage is unlikely to be visible from visually-protected resources such as Section 4(f) resources, historic resources, and coastal resources, a visual effects analysis may be required.

Water Resources

Since the site was previously paved, construction of the parking garage would not increase impervious surfaces at the Airport, and stormwater runoff could likely be accommodated with existing stormwater treatment systems. As the construction footprint exceeds one acre, the contractor would need to obtain an ADEC CGP, in addition to complying with the Airport's APDES MSGP (#AKR061001) and SWPPP to minimize impacts to water resources.

NEPA Documentation Guidance

Non-aeronautical development, such as a vehicle parking garage, may not be subject to FAA approval authority in compliance with Section 743 of the FAA Reauthorization Act 2024. However, if the FAA retains approval authority and NEPA documentation is required, the parking garage construction can be categorically excluded under FAA Order 1050.1G, paragraph B-2.4(h). Absent extraordinary circumstances or significant impacts that cannot be mitigated below significance thresholds, a CATEX is anticipated to be the appropriate NEPA document.

C.3.4 Support Facilities Development Projects

C.3.4.1 Aircraft Rescue Firefighting (ARFF) Relocation (Project #20)

The existing ARFF facility is aging and requires expansion and modernization to maintain its safety and security functions. This project would construct a new ARFF facility and supporting infrastructure (e.g., roadways, parking lot, utilities) at a new location north of Taxiway K and immediately west of Taxiway Y, which has been previously disturbed and graded. The new centralized location would serve all existing and future runways, ensuring efficient operations and swift response times. The old ARFF facility would be renovated and reused for other purposes, potentially including police support. The environmental resource categories that may be affected by the ARFF relocation are as follows:

Aviation Emissions and Air Quality

Construction associated with this project would temporarily increase emissions from construction vehicles and equipment, and would likely require a Construction Emissions Inventory for NEPA documentation. Since the new ARFF facility would not increase or change the type of aircraft operations, an Operational Emissions Inventory would not be required.

Biological Resources

While most of the area north of Taxiway K is graded and disturbed, construction would include ground-disturbing activities on pervious ground. Therefore, a biological site survey and coordination with the ADFG may be required. The area does not contain suitable habitat for the endangered short-tailed albatross (*Phoebastria albatrus*).

Hazardous Materials, Solid Waste, and Pollution Prevention

Construction associated with this project would generate solid waste, and use hazardous materials such as fuels for equipment, solvents, and paints. Since operations would remain similar between the old ARFF location and the new ARFF location, there would be no significant change in solid waste generated by the facility following construction. The contractor would need to obtain an ADEC CGP and comply with the Airport's APDES MSGP (#AKR061001) and SWPPP for pollution prevention. All solid and hazardous waste would be handled and disposed of according to federal, state, and local regulations. A PFAS survey may be required, including coordination with Alaska DOT&PF and ADEC.

Historical, Architectural, Archaeological, and Cultural Resources

While most of the area north of Taxiway K is graded and disturbed, construction would include ground-disturbing activities on pervious ground. Therefore, an archaeological survey may be required, including FAA coordination with the Alaska OHA and local Tribes.

Natural Resources and Energy Supply

Construction associated with this project would temporarily use electricity and fuel to operate construction equipment, and permanently use consumable resources such as lumber, steel, doors, windows, roofing, piping, concrete, asphalt, paint, etc. These resources are available in ample supply within the region. Since operations would remain similar between the old ARFF location and the new ARFF location, there would likely be no significant change in the demand for electricity, natural gas, water, and sewer utilities.

Visual Effects

It is unlikely that the new ARFF facilities would be visible from the Tony Knowles Coastal Trail due to the dense coniferous and deciduous forest along the trail, or other visually-protected resources (e.g., historic resources and coastal resources). While unlikely, an analysis of visual effects may be required for NEPA documentation.

Water Resources

According to the NWI, wetlands do not occur within the ARFF relocation area. However, a wetland delineation may be required to confirm the presence or absence of wetlands. If wetlands are identified and determined jurisdictional by the USACE, the Airport would need to obtain a USACE permit for any permanent impacts. Construction of the new ARFF and associated infrastructure would increase impervious surfaces at the Airport and may require new stormwater storage and drainage facilities to accommodate the increase in stormwater runoff. As the construction footprint exceeds one acre, the contractor would need to obtain an ADEC CGP, in addition to complying with the Airport's APDES MSGP (#AKR061001) and SWPPP to minimize impacts to water resources.

NEPA Documentation Guidance

Non-aeronautical development, such as new roadways and vehicle parking, may not be subject to FAA approval authority in compliance with Section 743 of the FAA Reauthorization Act 2024. However, if FAA retains approval authority and NEPA documentation is required, construction of access roads and vehicle parking can be categorically excluded under FAA Order 1050.1G, paragraphs B-2.4(a) and B-2.4(f), respectively. The construction of the new ARFF facility can be categorically excluded under FAA Order 1050.1G, paragraph B-2.4(h). Absent extraordinary circumstances or significant impacts that cannot be mitigated below significance thresholds, a CATEX is anticipated to be the appropriate NEPA document.

C.3.4.2 Fuel Farm Expansion (Project #21)

This project would expand the existing fuel farm onto approximately 16.2 acres north of the existing facility to meet the projected increase in fuel demands from forecast aircraft operations. The expansion would include new aviation fuel tanks, pumps, and distribution systems. The

centralized location would serve all existing and future aircraft parking areas, maintain operational efficiency, and streamline fueling services across the airport.

Aviation Emissions and Air Quality

Construction associated with this project would temporarily increase emissions from construction vehicles and equipment, and would likely require a Construction Emissions Inventory for NEPA documentation. Since the new fuel farm would not increase or change the type of aircraft operations, an Operational Emissions Inventory would not be required.

Biological Resources

The 16.2 acres contain mixed coniferous and deciduous forest, which may provide habitat for migratory birds, sensitive species, and local wildlife. Because migratory birds and sensitive species, such as the bald eagle, may occur in the area, a biological site survey and coordination with the ADFG and USFWS may be necessary for NEPA documentation. However, the area does not contain suitable habitat for the endangered short-tailed albatross (*Phoebastria albatrus*).

Hazardous Materials, Solid Waste, and Pollution Prevention

Aircraft fuel constitutes the largest quantity of hazardous substances stored and managed at the Airport. Therefore, the construction and operation of the expanded fuel farm would need to comply with the Airport's APDES MSGP (#AKR061001), which includes spill prevention and countermeasures for fuel and other hazardous materials. Construction associated with this project would generate solid waste, and use hazardous materials such as fuels for equipment, solvents, and paints. Before construction, the contractor would need to obtain an ADEC CGP and implement the SWPPP for pollution prevention. All solid and hazardous waste would be handled and disposed of according to federal, state, and local regulations. A PFAS survey may be required, including coordination with Alaska DOT&PF and ADEC.

Historical, Architectural, Archaeological, and Cultural Resources

Construction associated with this project would include ground-disturbing activities on pervious ground. Therefore, an archaeological survey may be required, including FAA coordination with the Alaska OHA and local Tribes.

Natural Resources and Energy Supply

Construction associated with this project would temporarily use electricity and fuel to operate construction equipment, and permanently use consumable resources such as steel, fuel tanks, piping, concrete, asphalt, paint, etc. These resources are available in ample supply within the region. The fuel farm expansion could significantly increase the operational demand for fuel, electricity, natural gas, and/or water.

Visual Effects

It is unlikely that the fuel farm expansion would be visible from the Tony Knowles Coastal Trail due to the dense coniferous and deciduous forest along the trail, or other visually-protected resources (e.g., historic resources and coastal resources). While unlikely, an analysis of visual effects may be required for NEPA documentation.

Water Resources

According to the NWI, wetlands do not occur within the area. However, a wetland delineation may be required to confirm the presence or absence of wetlands. If wetlands are identified and determined jurisdictional by the USACE, the Airport would need to obtain a USACE permit for any permanent impacts. Construction of the fuel farm would increase impervious surfaces at the Airport and may require new stormwater storage and drainage facilities to accommodate the increase in stormwater runoff. As the construction footprint exceeds one acre, the contractor would need to obtain an ADEC CGP, in addition to complying with the Airport's APDES MSGP (#AKR061001) and SWPPP to minimize impacts to water resources.

NEPA Documentation Guidance

The establishment of fuel storage and distribution systems is identified as an action normally requiring an EA in FAA Order 1050.1G, Section 1.5. Therefore, an EA is anticipated to be the appropriate NEPA documentation for this project.

C.3.4.3 South Airpark Infill and Eastward Expansion (Project #22)

This project would provide approximately 28.8 acres of land available for lease within the South Airpark for corporate and GA development. The development would be market-driven and would likely include new buildings, hangars, aprons, taxilanes, vehicle parking lots, and supporting infrastructure (e.g., utilities). Approximately 15.2 acres west of Taxiway F is vacant land containing trees and other vegetation. The other 13.6 acres east of Taxiway F is paved and developed and is at the location of the historic Kulis Hangar (see **Section C.2.7**). The environmental resource categories that may be affected by the South Airpark Infill and Eastward Expansion development are as follows:

Aviation Emissions and Air Quality

Construction associated with this project would temporarily increase emissions from construction vehicles and equipment, and would likely require a Construction Emissions Inventory for NEPA documentation. Should the Airport experience a change in aircraft fleet mix or a significant increase in GA operations associated with this project, an Operational Emissions Inventory may be necessary for NEPA documentation.

Biological Resources

The 15.2 acres of vacant land contains mixed coniferous and deciduous forest, which may provide habitat for migratory birds, sensitive species, and local wildlife. Because migratory birds and sensitive species, such as the bald eagle, may occur in the area, a biological site survey and coordination with the ADFG and USFWS may be necessary for NEPA documentation. However, the area does not contain suitable habitat for the endangered short-tailed albatross (*Phoebastria albatrus*). The other 13.6 acres east of Taxiway F is paved and developed and would unlikely require a biological site survey.

Department of Transportation, Section 4(f)

The 13.6 acres east of Taxiway F contains the historic Kulis Hangar, listed on the NRHP. The full 28.8 acres west of Taxiway F are undeveloped and may contain NRHP-eligible archaeological resources. NHRP-listed and -eligible properties are also Section 4(f) properties. Prior to development, an archaeological survey and architectural survey would likely be required, including FAA coordination with the Alaska OHA, local Tribes, and the Alaska Military Heritage Museum (see Historical, Architectural, Archaeological, and Cultural Resources section below for more information). A Section 4(f) evaluation would be required if there were any direct (physical use) or indirect (constructive use) effects on the Kulis Hangar or other NRHP-eligible properties under Section 4(f). If a physical or constructive use were to occur as a result of the project, the Airport would need to demonstrate that there is no feasible or prudent alternative to the use of Section 4(f) resources, and coordinate with the MOA and DOI OEPC.

Hazardous Materials, Solid Waste, and Pollution Prevention

Construction associated with this project would generate solid waste, and use hazardous materials such as fuels for equipment, solvents, and paints. The operation of the new Corporate and GA facilities would also increase the solid waste generated at the Airport, though the increase is not anticipated to be significant. The contractor would need to obtain an ADEC CGP and comply with the Airport's APDES MSGP (#AKR061001) and SWPPP for pollution prevention. All solid and hazardous waste would be handled and disposed of according to federal, state, and local regulations. A PFAS survey may be required, including coordination with Alaska DOT&PF and ADEC.

Historical, Architectural, Archaeological, and Cultural Resources

The 13.6 acres east of Taxiway F contains the historic Kulis Hangar, listed on the NRHP. The 28.8 acres west of Taxiway F are undeveloped and may contain NRHP-eligible archaeological resources. Prior to development, an archaeological survey and architectural survey would likely be required, including FAA coordination with the Alaska OHA, local Tribes, and the Alaska Military Heritage Museum. Other environmental studies, such as a noise analysis and visual effects analysis, may be used to assess project effects on NRHP-listed and -eligible properties. These studies and surveys would determine whether the development would adversely affect

the Kulis Hangar or any newly identified NRHP-eligible properties. Should the development adversely affect historic properties, adverse effects would need to be mitigated through a Memorandum of Agreement between the Airport, Alaska OHA, Alaska Military Heritage Museum, participating Tribes, and interested parties.

Natural Resources and Energy Supply

Construction associated with this project would temporarily use electricity and fuel to operate construction equipment, and permanently use consumable resources such as lumber, steel, doors, windows, roofing, piping, asphalt, concrete, paint, etc. These resources are available in ample supply within the region. The operation of the new Corporate and GA facilities would increase the demand for electricity, natural gas, water, and sewer utilities; however, the increase in utilities is not anticipated to exceed supplies available from the Chugach Electric Association, ENSTAR, or the Anchorage Water and Wastewater Utility.

Noise and Noise-Compatible Land Use

Should the Airport experience a change in aircraft fleet mix or a significant increase in GA operations associated with this project, new noise contours using the most recent version of the AEDT may need to be modeled that account for the increase in GA operations. Additionally, a noise analysis may be needed to determine project effects on other resource categories, such as Section 4(f) resources and historical, architectural, archaeological, and cultural resources.

Visual Effects

The Corporate and GA development would be consistent with the visual character of the South Airpark. However, an analysis of visual effects may be required in addition to the architectural survey to ensure the development does not visually affect (adversely affect) the Kulis Hangar (refer to the Historical, Architectural, Archaeological, and Cultural Resources section above).

Water Resources

According to the NWI, wetlands do not occur within the undeveloped area west of Taxiway F. However, a wetland delineation may be required to confirm the presence or absence of wetlands. If wetlands are identified and determined jurisdictional by the USACE, the Airport would need to obtain a USACE permit for any permanent impacts. Construction of GA and Corporate facilities, particularly on vacant land, would increase impervious surfaces at the Airport and may require new stormwater storage and drainage facilities to accommodate the increase in stormwater runoff. As the construction footprint exceeds one acre, the contractor would need to obtain an ADEC CGP, in addition to complying with the Airport's APDES MSGP (#AKR061001) and SWPPP to minimize impacts to water resources.

NEPA Documentation Guidance

Non-aeronautical development, such as corporate buildings, roadways, and vehicle parking, may not be subject to FAA approval authority in compliance with Section 743 of the FAA Reauthorization Act 2024. However, if the FAA retains approval authority and NEPA documentation is required, construction of access roads and vehicle parking can be categorically excluded under FAA Order 1050.1F, paragraphs B-2.4(a) and B-2.4(f), respectively. The construction of new hangars and buildings can be categorically excluded under FAA Order 1050.1G, paragraphs B-2.4(f) and B-2.4(h), respectively. The construction of aprons, approach ramps, and taxilanes can be categorically excluded under FAA Order 1050.1F, paragraph B-2.4(e), provided the action does not result in significant erosion, sedimentation, noise, or air quality effects. Absent extraordinary circumstances or significant impacts that cannot be mitigated below significance thresholds, a CATEX is anticipated to be the appropriate NEPA document. An EA may be necessary if a Section 4(f) evaluation is needed, or the FAA considers the Corporate and GA development a substantial expansion.

C.3.5 Summary of Anticipated NEPA Documentation, Surveys, Permits, and Agency Approvals

Table C-1 summarizes the anticipated level of NEPA documentation, environmental permits, surveys, and agency consultation that may be required for each development alternative.

Table C-1
Anticipated NEPA Documentation, Studies, Permits, and Agency Consultation for Preferred Development Projects

Project Type	Project	Anticipated NEPA Document[a/]	Potential Environmental Studies and Permits	Potential Agency Consultation
Airside	North End Tug Road Extension (Project #3)	CATEX	Construction Emissions Inventory Biological Site Survey Construction General Permit PFAS Survey Archaeological Survey Wetland Delineation Individual/Nationwide Permit	ADFG USFWS ADEC Alaska DOT&PF Alaska OHA Local Tribes USACE
	Twy Z Extension from Twy E to Rwy 25L end (Project #2)	CATEX	Construction Emissions Inventory Operational Emissions Inventory Biological Site Survey Construction General Permit Archaeological Survey Wetland Delineation Individual/Nationwide Permit	ADFG USFWS ADEC Alaska OHA Local Tribes USACE
	Twy Z Extension from Twy H to Rwy 7R end (Project #12)	CATEX	Construction Emissions Inventory Operational Emissions Inventory Biological Site Survey Construction General Permit Archaeological Survey Wetland Delineation Individual/Nationwide Permit	ADFG USFWS ADEC Alaska OHA Local Tribes USACE
	West Airpark Cargo Tenant Buildout (Project #14)	CATEX **EA if FAA considers development substantial*	Construction Emissions Inventory Operational Emissions Inventory Biological Site Survey Construction General Permit PFAS Survey Archaeological Survey Noise Analysis Visual Effects Analysis Wetland Delineation Individual/Nationwide Permit	ADFG USFWS ADEC Alaska DOT&PF Alaska OHA Local Tribes USACE
	Taxiway Y Cargo Apron Hardstands (Project #11)	CATEX	Construction Emissions Inventory Biological Site Survey PFAS Survey Construction General Permit Archaeological Survey Wetland Delineation Individual/Nationwide Permit	ADFG USFWS ADEC Alaska DOT&PF Alaska OHA Local Tribes USACE

Project Type	Project	Anticipated NEPA Document[a]	Potential Environmental Studies and Permits	Potential Agency Consultation
	New Connector Taxiway from Rwy 25L to Twy K (Project #23)	CATEX	Construction Emissions Inventory Construction General Permit PFAS Survey	ADEC Alaska DOT&PF
	P4 Aircraft Hardstand Apron and Taxilane P Extension (Project #23)	EA **CATEX if Nationwide Permit applies to the project.*	Construction Emissions Inventory Biological Site Survey Construction General Permit Archaeological Survey Wetland Delineation Individual/Nationwide Permit	ADFG USFWS ADEC Alaska OHA Local Tribes USACE
	Taxiway K Cargo Apron Hardstands (Project #28)	CATEX	Construction Emissions Inventory Biological Site Survey Construction General Permit PFAS Survey Archaeological Survey Wetland Delineation Individual/Nationwide Permit	ADFG USFWS ADEC Alaska DOT&PF Alaska OHA Local Tribes USACE
	Airfield Tunnel (Project #29)	EA	Construction Emissions Inventory Biological Site Survey Construction General Permit PFAS Survey Archaeological Survey Wetland Delineation Individual/Nationwide Permit	ADFG USFWS ADEC Alaska DOT&PF Alaska OHA Local Tribes USACE
	Rwy 15R-33L and New Taxiways (Project #30)	EIS	Construction Emissions Inventory Operational Emissions Inventory Biological Assessment Biological Site Survey Section 4(f) Evaluation Construction General Permit PFAS Survey Archaeological Survey Zoning Map Amendment Noise Analysis Visual Effects Analysis Wetland Delineation Individual/Nationwide Permit Flood Hazard Permit	ADFG USFWS MOA DOI OEPC ADEC Alaska DOT&PF Alaska OHA Local Tribes USACE

Project Type	Project	Anticipated NEPA Document[a]	Potential Environmental Studies and Permits	Potential Agency Consultation
Terminal	A & B Concourse Expansions (Projects #7 and #8)	CATEX	Construction Emissions Inventory Asbestos/Lead Paint Survey Construction General Permit PFAS Survey	ADEC Alaska DOT&PF
	C Concourse Expansion (Project #16)	CATEX	Construction Emissions Inventory Construction General Permit PFAS Survey	ADEC Alaska DOT&PF
	North Terminal Expansion (Project #24)	CATEX **EA if FAA considers development substantial*	Construction Emissions Inventory Operational Emissions Inventory Asbestos/Lead Paint Survey Construction General Permit PFAS Survey Noise Analysis	ADEC Alaksa DOT&PF
Landside	Point Woronzof Rd/ West End Rd Realignment (Project #9)	CATEX	Construction Emissions Inventory Biological Site Survey Construction General Permit PFAS Survey Archaeological Survey Wetland Delineation Individual/Nationwide Permit	ADFG USFWS ADEC Alaska DOT&PF Alaska OHA Local Tribes USACE
	North Hold Pad (Project #13)	CATEX	Construction Emissions Inventory Biological Site Survey Construction General Permit PFAS Survey Archaeological Survey Wetland Delineation Individual/Nationwide Permit	ADFG USFWS ADEC Alaska DOT&PF Alaska OHA Local Tribes USACE
	Park, Ride & Fly Lot Expansion (Project #10)	CATEX	Construction Emissions Inventory Biological Site Survey Construction General Permit PFAS Survey Archaeological Survey Wetland Delineation Individual/Nationwide Permit	ADFG USFWS ADEC Alaska DOT&PF Alaska OHA Local Tribes USACE
	New Parking Lot at Former ATCT Site (Project #26)	CATEX	Construction Emissions Inventory Construction General Permit PFAS Survey	ADEC Alaska DOT&PF

Project Type	Project	Anticipated NEPA Document[a]	Potential Environmental Studies and Permits	Potential Agency Consultation
	New Parking Lot in East Airpark (Project #27)	CATEX **EA if FAA considers commercial tenant relocation extensive*	Construction Emissions Inventory Biological Site Survey Asbestos/Lead Paint Survey Construction General Permit PFAS Survey Archaeological and Architectural Historic Survey Wetland Delineation Individual/Nationwide Permit	ADFG Alaska DOT&PF ADEC Alaska OHA Local Tribes USACE
	Logistics Drive (Project #25)	EA **CATEX if Nationwide Permit applies to the project.*	Construction Emissions Inventory Biological Site Survey Construction General Permit PFAS Survey Archaeological Survey Wetland Delineation Individual/Nationwide Permit	ADFG USFWS ADEC Alaska DOT&PF Alaska OHA Local Tribes USACE
	New Parking Garage at Lot F (Project #17)	CATEX	Construction Emissions Inventory Construction General Permit PFAS Survey Visual Effects Analysis	ADEC Alaska DOT&PF
Support Facilities	Relocated Aircraft Rescue & Firefighting (ARFF) Station (Project #20)	CATEX	Construction Emissions Inventory Biological Site Survey Construction General Permit PFAS Survey Archaeological Survey Visual Effects Analysis Wetland Delineation Individual/Nationwide Permit	ADFG ADEC Alaska DOT&PF Alaska OHA Local Tribes USACE
	Fuel Farm Expansion (Project #21)	EA	Construction Emissions Inventory Biological Site Survey Construction General Permit PFAS Survey Archaeological Survey Visual Effects Analysis Wetland Delineation Individual/Nationwide Permit	ADFG USFWS ADEC Alaska DOT&PF Alaska OHA Local Tribes USACE
	South Airpark Infill and Eastward Expansion (Project #22)	CATEX **EA if Section 4(f) evaluation is necessary, or*	Construction Emissions Inventory Operational Emissions Inventory Biological Site Survey Archaeological Survey Architectural Historic Survey	ADFG USFWS ADEC Alaska DOT&PF DOI OEPC

Project Type	Project	Anticipated NEPA Document[/a/]	Potential Environmental Studies and Permits	Potential Agency Consultation
		the FAA considers development substantial	Section 4(f) Evaluation Construction General Permit PFAS Survey Noise Analysis Visual Effects Analysis Wetland Delineation Individual/Nationwide Permit	MOA Alaska OHA Local Tribes Alaska Military Heritage Mus. USACE

Source: RS&H, 2024.

Notes: /a/ Typical duration of NEPA document depending on complexity: CATEX 3 to 12 months; EA 1 to 2 years; EIS 3 to 5 years.